

ATLANTIC FISHERMAN

OCTOBER, 1948



Columbian experts examining and grading newly arrived manila fibre before shipment to the States.

And like gold, the pure manila fibre in famous Columbian Tape-Marked Rope is the standard of matchless quality.

From the leading fibre-producing plantations of the Philippines, Columbian buys only the choicest fibre. It's

thoroughly cleaned . . . graded and classified by Columbian's own agents . . . rigidly inspected by government officials. Then the fibre goes to the Columbian Mills at Auburn, N. Y. — from fibre to Tape-Marked Columbian Rope . . . every step is quality-controlled for your satisfaction.

Red
White
Blue

There is no finer ropel

COLUMBIAN ROPE COMPANY

310-80 Genesee St., Auburn, "The Cordage City," N. Y.



Willard

Dependability and Performance mean
A Long, Economical Life



WILLARD AUXILIARY POWER AND DIESEL STARTING BATTERIES FOR 32 VOLT SYSTEMS

The 8-cell Willard Marine Batteries illustrated above are designed for shipboard auxiliary power and lighting, or for Diesel and large gasoline engine applications. Thick positive plates and lead insulation ensure long life in heavy duty marine service. Hard rubber containers. Willard Safety Fill Construction.

WILLARD STORAGE BATTERY COMPANY

Cleveland

Los Angeles

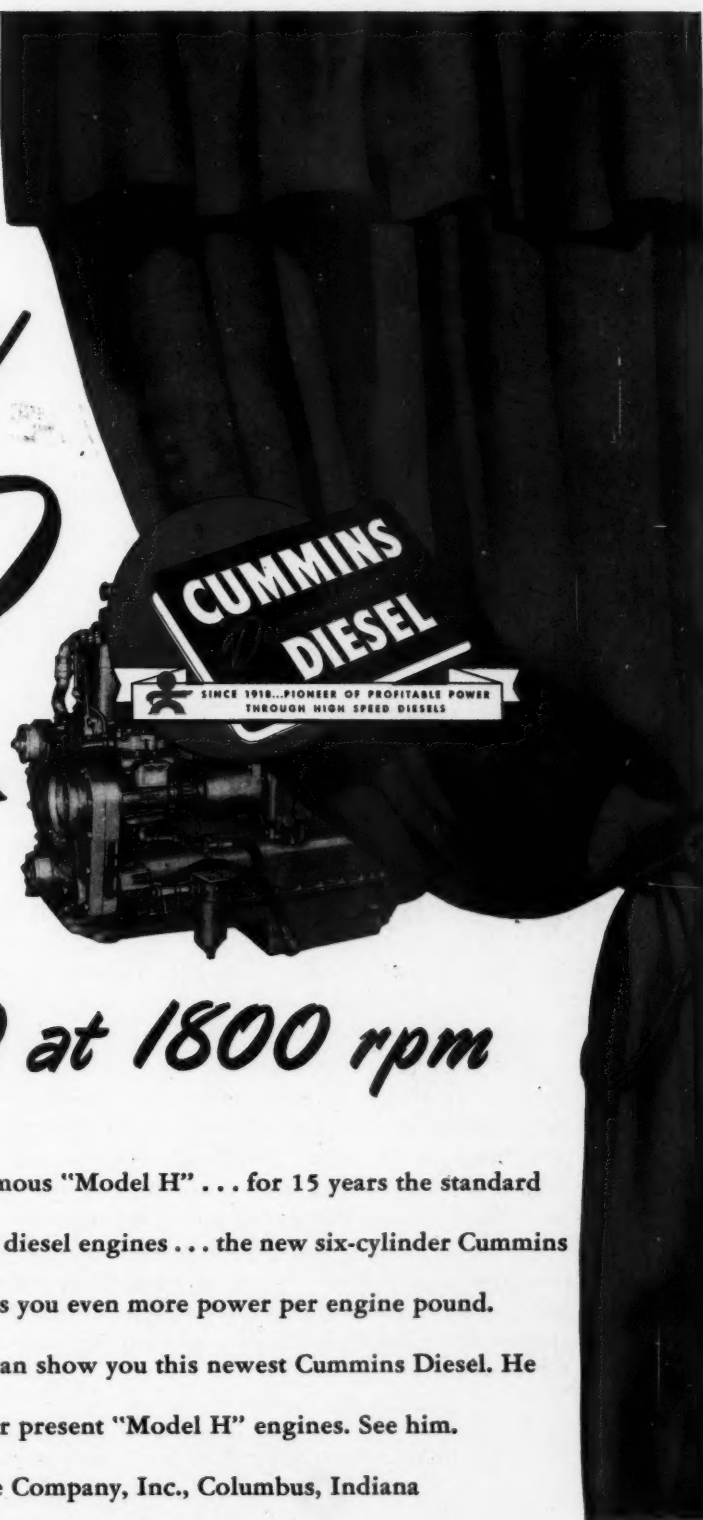
Dallas

Memphis

Portland

Toronto

ANNOUNCING
the NEW
HR



165 hp at 1800 rpm

Similar in design to the famous "Model H" . . . for 15 years the standard of comparison for high-speed diesel engines . . . the new six-cylinder Cummins

HR-600 Engine offers you even more power per engine pound.

Your Cummins Dealer can show you this newest Cummins Diesel. He can also *convert* your present "Model H" engines. See him.

Cummins Engine Company, Inc., Columbus, Indiana

SEE YOUR CUMMINS DEALER

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.

37 Airport Road, Hartford 5, Connecticut, Tel. 2-9311

Branch: 18 Hurley St., Cambridge 41, Massachusetts, Tel. Kirkland 1276

Sub-Dealer: SOUTHWEST BOAT CORPORATION, Southwest Harbor, Maine

A MONEY MAKING COMBINATION



world's largest purse seiner..SANTA HELENA driven by ENTERPRISE ... the Modern Diesel

Back from the maiden voyage, Santa Helena's performance prompted that crackerjack tuna fisherman, Capt. Andrew Zamberlin, to report: "You can be proud of her. She handled perfectly, proved a wonderful sea vessel and did everything we asked of her."

Santa Helena's modern Enterprise Diesel, with 1050 HP at 300 RPM, kept her purring at a steady 10½ knots loaded. The 135½ ft. steel seiner netted 350 tons of tuna, cruised 9600 miles and had plenty of fuel in reserve. That's engine performance at its best, and it's a good example of the service *you* can expect from Enterprise Diesels. Profitable fishing and other marine operations demand up-to-date power plants that are dependable, go easy on fuel and maintenance. Such standard Enterprise features as oil cooled pistons, porous chrome rings, precision replaceable bearings and removable cylinder liners embody advanced design and engineering technique that provide the top efficiency required by all types of vessels. Get details on the full line of thirty Enterprise Marine models, normally aspirated or turbocharged up to 1800 HP per unit.

The Choice of Power Experts . . . Everywhere



ENTERPRISE Marine Diesels

ENTERPRISE ENGINE & FOUNDRY CO.
18TH & FLORIDA STS., SAN FRANCISCO 10, CALIF. OFFICES IN PRINCIPAL CITIES

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serves the Commercial Fisheries of the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

GARDNER LAMSON, *Publisher*

L. E. HALL, *Editor*



Editorial, Circulation and Advertising Office: Goffstown, New Hampshire

Published Monthly by Atlantic Fisherman, Inc. 25 cents a copy, \$3.00 a year

Advertising Representatives: Kennedy Associates, 60 E. 42nd St., New York 17; Nourse Associates, 412 W. 6th St., Los Angeles 14.

VOL. XXIX

OCTOBER 1948

NO. 9

Conservation Should Be Based On Scientific Research

Sports fishermen often have been at odds with commercial fishermen. Sometimes their grievances have been justified, but at other times the selfish interests of the sportsmen and their lack of understanding of commercial fishing have blinded them to the point of unreasonableness.

A catch of striped bass or rock in the Potomac last February estimated at 120 tons started an avalanche of criticism extending from coast to coast and has stirred the sports fishermen to demand restrictions on commercial fishing unequalled in the past decade. New Jersey has prohibited the taking of rock by any other means than hook and line and the selling of any rock less than eighteen inches in length.

In California on Election Day, the voters will vote on two propositions. One of these would prohibit the use of nets, traps and other gear used in commercial fisheries in the San Francisco Bay districts, shellfish excepted. The second proposition, known as the Sardine-Freeze bill, would prohibit the use of purse nets and round haul nets in the ocean and tidal areas out to the three mile limit from San Simeon Point south to the Mexican border.

It does not seem proper to ask the public to vote on matters pertaining to the use and conservation of our natural resources, such as the fisheries. The voters at large do not realize the implications of such decisions, because they do not understand the scientific and economic aspects of the situation. No one will dispute the need for conservation measures necessary to assure a future supply of fish. But the formulating of such decisions should rest with the State, Federal and Regional agencies whose biologists and technologists are in a position to make sound, unbiased recommendations, based on scientific investigation and study.

According to Dr. Lewis Radcliffe of the Oyster Institute, it is a time for taking stock and working out a program of co-operation between the commercial fishermen and those who fish for sport. He says these steps should be taken at once: (1) There must be much better enforcement of the laws on the statute books; (2) Each state should overhaul all the acts on the books, eliminating a large share of them as being antiquated, ineffective or utterly harmful; (3) We need to speed up biological studies of important species so that whenever conflicts arise, they may be settled on the basis of the facts; (4) Whenever such conflicts arise there should be an advisory board or boards composed of representatives of the commercial and sports fishermen presided over by a representative of the State Conservation agency to consider the known facts and endeavor to reach an agreement on the policy to be recommended for adoption. To such conferences should be invited biologists (Federal, State and Institutional) acquainted with the problem. The State agency should report the conclusions reached, publicizing them as widely as possible.

With the proper scientific approach to the problems of conservation, it should be possible to formulate laws that are fair to both commercial and sport fishermen and which will insure harmony between the two groups. Conservation based on scientific research will answer the problems of both, and provide an adequate supply of fish.

TABLE OF CONTENTS

SPECIAL FEATURES

Maryland Fisheries	15
Aluminum Alloys—Their Use in British Fishing Vessels	16
Fisheries Commission Approves International Treaty	17
Hints for Keeping a Boat Shipshape	18
Canadian Herring Resource Investigated by "Harengus"	19
Louisiana Blessing of the Fleet Feature of Shrimp Festival	20
NFI Executive Committee Meets at Boston	25

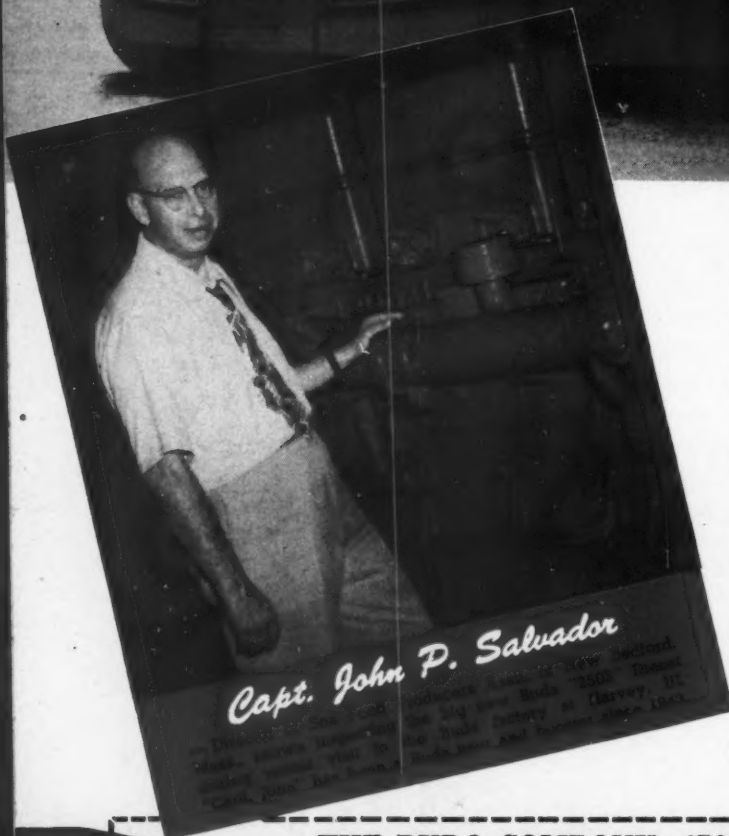
NEWS REPORTS

Boston	25	Mississippi	22
Connecticut	26	New Bedford	26
Delaware	26	New Brunswick ..	51
Florida	36	New Jersey	32
Gloucester	48	North Carolina ...	35
Illinois	23	Provincetown	49
Long Island	34	Rhode Island	38
Louisiana	20	South Carolina	35
Maine	24	Texas	21
Maryland	22	Virginia	28
Michigan	23	Wisconsin	23

REGULAR DEPARTMENTS

Sounding-Lead	8
Vineyard Bailings	50
Equipment and Supply Trade News	45
Fish Landings for Month of September	40
Where-to-Buy Directory	52
Index to Advertisers	53
Classified Advertising	54


"GROW
and pa
17'9":
Capaci
fuel off
miles.



A
De
his
of
ma
..
"C
m

L
N
v

**L
N
W**

N
W

NAME _____

ADDRESS _____

NAME _____

ADDRESS _____

NAME _____

ADDRESS _____

TITLE OR CONNECTION

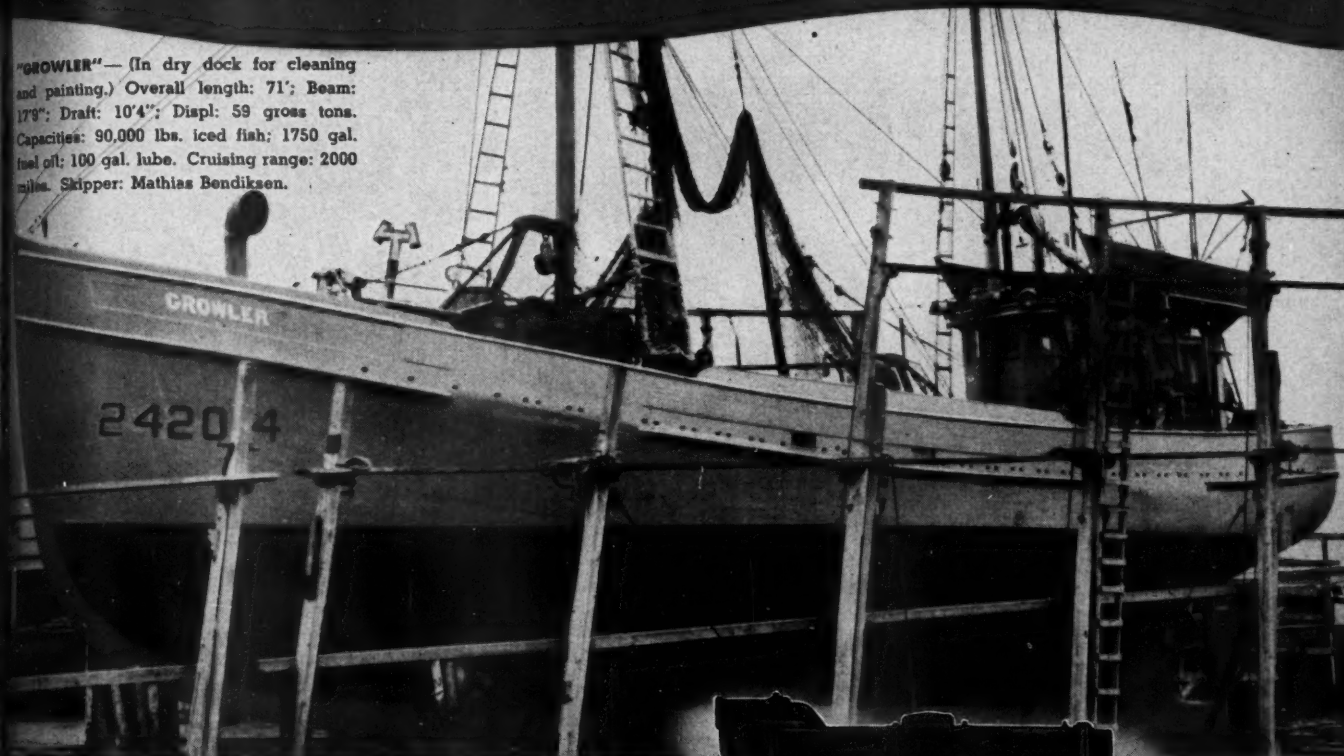
CITY

STATE

...had a wrench on my ...over 9000 hours!"

length: 76'
displ: 64 gross
iced fish: 2300
propeller diam:
cruising range:
Bendiksen.

"GROWLER"—(In dry dock for cleaning and painting.) Overall length: 71'; Beam: 17'6"; Draft: 10'4"; Displ: 59 gross tons. Capacities: 90,000 lbs. iced fish; 1750 gal. fuel oil; 100 gal. lube. Cruising range: 2000 miles. Skipper: Mathias Bendiksen.



ntion is
nance in
nvincing
rominent

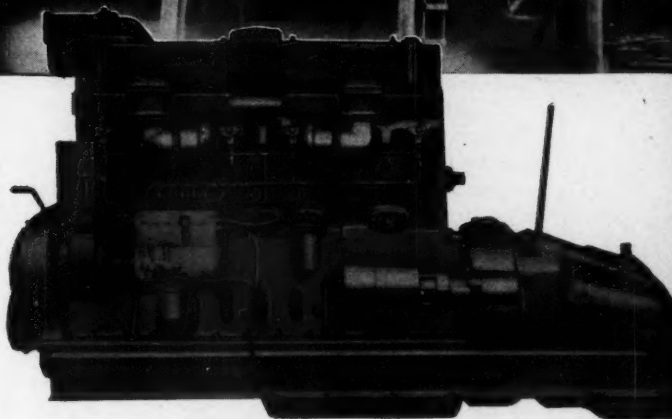
Average 8 gal. of fuel per hour

Despite this tough service (and "Capt. John" really "pushes" his boats), the two Buda 1879 engines have used an average of only 8 gallons of low-cost Diesel fuel per hour . . . maintained an average dock-to-dock speed of 8.5 knots . . . and haven't missed a trip in over 18 months. No wonder "Capt. John" calls his two Budas "the most dependable, most economical engines I've ever used."

e Diesel
well he
on "Pearl
England
y, 10-man
. 700 lb.
one time.
d trip...
operating

Investigate Buda power for your boat

No matter what engines you are using now—or how well you like them—it will pay you to investigate the Buda Marine Diesels—the engines successful fishermen swear by—not at. Available in 14 models from 1000 usable h.p. . . marine generator sets from 2.5 KW. Mail coupon at left for quick action.



Here's the Buda Diesel that powers the "Pearl Harbor" and "Growler"

Widely used by successful fishermen the world over, this popular Buda Model 6DCMR-1879 Marine Diesel conservatively develops 171 usable h.p. at 900 RPM for tugs and trawlers . . . 186 h.p. at 1000 RPM for commercial craft. Moreover, there's no "paper horsepower" or speeded-up ratings. Every Buda Diesel is rated strictly on work-ability, with ample reserves for emergency demands, low maintenance and long engine life.

p.

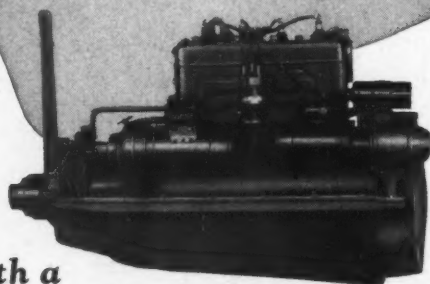
BUDA

a Power-full
name in ENGINES

You get Parts Service

for

21 Years



with a

Universal 100% Marine Motor



unmarine motors aren't available after a few years.

Universals are not like this. For in addition to an honest marine product—motors built for the sea, not converted for it—you also benefit by the industry's most unusual customer service: complete repair-parts for any model up to 21 or more years old!

Longer Service — Less Cost

Think what this Universal policy can mean to you. No lost days or weeks hunting the country for parts . . . no lost income. A motor that will give you smooth, powerful, economical service for years and years.

See your Universal dealer. He has a model to suit your boat because only Universal builds all 5 sizes . . . singles, twins, fours, sixes and eights in a range of from 8 to 141 horsepower.

The Universal above is the world-famous Utility Four—25 dependable, hard-working horsepower. Available with built-in reduction gear. Write for literature.

Universal
100% MARINE

Universal Motor Co.

436 Universal Drive, Oshkosh, Wisconsin
393 Fourth Ave., New York 16

THE WORLD'S LARGEST BUILDERS OF 100% MARINE MOTORS

Sounding-Lead

NFI ADVERTISING—The National Fisheries Institute has approved final plans for increased publicity and advertising for the year beginning November 1, 1948. The expanded publicity program is planned to help the housewife learn appetizing new ways to prepare fish and shellfish and to acquaint her with the many varieties available and the highly nutritive values of fish products. Advertising plans call for full-color page and half-page advertisements to be run monthly during 1949 in two leading women's magazines. Different varieties of fish and shellfish from all sections of the country will be featured in the advertisements, together with recipes chosen for flavor and for ease of preparation. Advertisements will have a seasonal budget headline appeal.

Through its publicity program N.F.I. has sent out a continuous flow of news and information about its products. The first step has been taken to educate the American housewife to the varieties of fish and shellfish available, how to cook and serve them, their economy and health values. It is felt that this type of publicity is influencing editors to feature fishery products not just for their Lenten issues but throughout the year, and educating the housewife and consumer so that they no longer think of fish as only a Friday dish.

Last year's advertising consisted of half-column ads in nine leading women's magazines. These advertisements featured N.F.I.'s fish and shellfish cookery booklet for which more than 70,000 requests were received. Retail stores throughout the country received display material and over half a million copies of the fish cookery booklet were distributed through these stores. N.F.I. has worked closely with restaurant associations on promotions, as well as with other large consumer groups.

FAO FISHERIES YEARBOOK—The Food and Agriculture Organization of the United Nations, 2000 Massachusetts Ave., N.W., Washington 6, D. C. (FAO) has just published what is claimed to be the most comprehensive statistical review of world fisheries in existence. The Organization's new Yearbook of Fisheries Statistics gives details of the fisheries of 61 countries. It is the first in a series which, FAO hopes, eventually will record every important fact and development connected with world fishing. A notable feature of the yearbook is that all figures are stated in metric tons and metric quintals thus permitting immediate statistical comparisons.

The 368-page yearbook contains 229 tables which give details concerning many important aspects of the fishing industry, including imports and exports, landings, craft, gear, labor, fishery products, agriculture, whaling and processing.

The preface is printed in English, French, and Spanish, and all tables are in both English and French. A tabular index in English and French facilitates wide use of the book as a work of reference.

SCALLOP WASTE AS BAIT—According to the Fish & Wildlife Service, there have been numerous reports recently from widely separated points in the country which indicate that scallop fishermen may be passing up a good opportunity by not saving and selling the residue from their shucking operations. This waste apparently constitutes a very effective fish bait for both sports and commercial fishermen.

Reports from Long Island Sound and Jersey Coast fishermen indicate that the scallop waste has been used effectively for catching tuna in those areas. Scallop fishermen found that they could catch substantial quantities of tuna, some boats reporting catches of as much as 4,000 lbs. by pole and line fishing with scallop waste as bait between sets of the scallop drag. That this attraction as a bait is not confined to the East Coast is evidenced by a report from Puget Sound, Washington, revealing that sport fishermen find that rockfish and bottom fish take scallop waste well.

Among the natural advantages of scallop waste as a bait are its strong fishy odor, a red fringe, and its tendency to form a slick on the water. Furthermore, it can be frozen readily and later sawed into small pieces for use as bait.

Since the waste of the scallop catch represents a weight approximately three times that of the edible weight, there are

about 20 to 30 million lbs. of material now being wasted which could represent additional income for fishermen. It is said that the saving or recovery of this waste would not involve any extra work on the part of the fishermen in the shucking process since this section of the scallop always is removed first. Instead of being dumped overboard, as has been the case heretofore, it could easily be collected, iced, and kept until the trip was completed.

EXPORTS UNDER ECA—The new ECA quarterly report covering the months of October, November and December has included in it fish and shellfish requirements which are to be purchased from the U. S., Newfoundland, and Canada. Robert Tyson of ECA states that all ECA countries have not yet made known the supplies they expect to buy with this quarter's quota of U. S. dollars. However, he says it is "encouraging" for the fishing industry that fishery supplies are manifest in the requirements already received.

To answer the many questions asked on how to export fishery products to those nations participating in the Economic Cooperation Program, the Fish and Wildlife Service, Washington 25, D. C., has prepared Fishery Leaflet No. 313, entitled "The Economic Cooperation Program as it Affects the Fishery Industry—60 Questions and Answers".

It tells how export licenses are to be procured, the methods of obtaining payment through the ECA and other information on conducting business in the nations which cooperate in the ECA program.

SOVEREIGNTY EXTENSION—Costa Rica has issued a proclamation extending its sovereignty for 200 miles over the seas adjacent to its coasts and insular possessions, claiming it to be modelled upon the President's proclamation in September, 1945. Mexico extended her sovereignty in October, 1945; the Argentine Republic in October, 1946; Chile in June, 1947; and Peru in August, 1947. The purpose of the President's proclamation was to conserve the fisheries against undue exploitation. However, it is reported that the acts of some of the other nations were taken to restrict the use of their resources to the nationals of each, or as a basis of levying license fees on the nationals of other countries.

ARMY SEAFOOD SPECIALIST—Jack Mayer, food technologist specializing in seafood products, has been assigned to the Animal Products Branch of the Quartermaster Food and Container Institute for the Armed Forces. As a technologist in the Branch, Mr. Mayer will conduct developmental research necessary to create new seafood items and prepare specifications for their use in the Armed Forces feeding program. He has had twelve years of experience with the U. S. Food and Drug Administration, and for four years was assigned to seafood inspection duties in the New Orleans area.

VAN OOSTEN IN EUROPE—Dr. John Van Oosten, chief of Great Lakes Investigations for the Fish & Wildlife Service, left Ann Arbor, Mich., recently for a three-month tour of Europe. Dr. Van Oosten is scheduled to attend the meeting of the International Limnology Society at Zurich, Switzerland, where he will act as official representative for the Fish & Wildlife Service, the American Fisheries Society, and the American Society for Limnology and Oceanography.

MARKET DEVELOPMENT—The Fish & Wildlife Service held a conference September 22, presided over by A. W. Anderson, Chief of the Division of Commercial Fisheries, to consider its 1949 program for the Market Development Section. In the discussion special emphasis was laid on the importance of the school lunch program, the need for a better understanding of the retail market situation and consumer resistance to purchasing seafoods, the necessity for greater use of seafoods by institutions, plant cafeterias, hotels, restaurants and other large scale consumers and the use of exhibits at fairs and other gatherings.

(Continued on page 53)



Surrette

EXTRA HEAVY DUTY MARINE BATTERIES

**Give Good Service on
DRAGGER WHITESTONE**

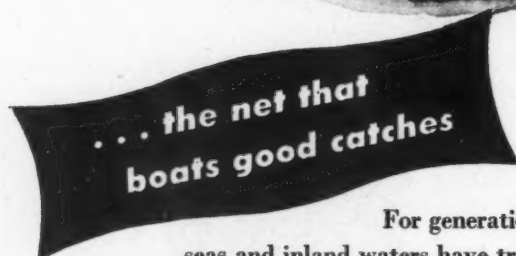
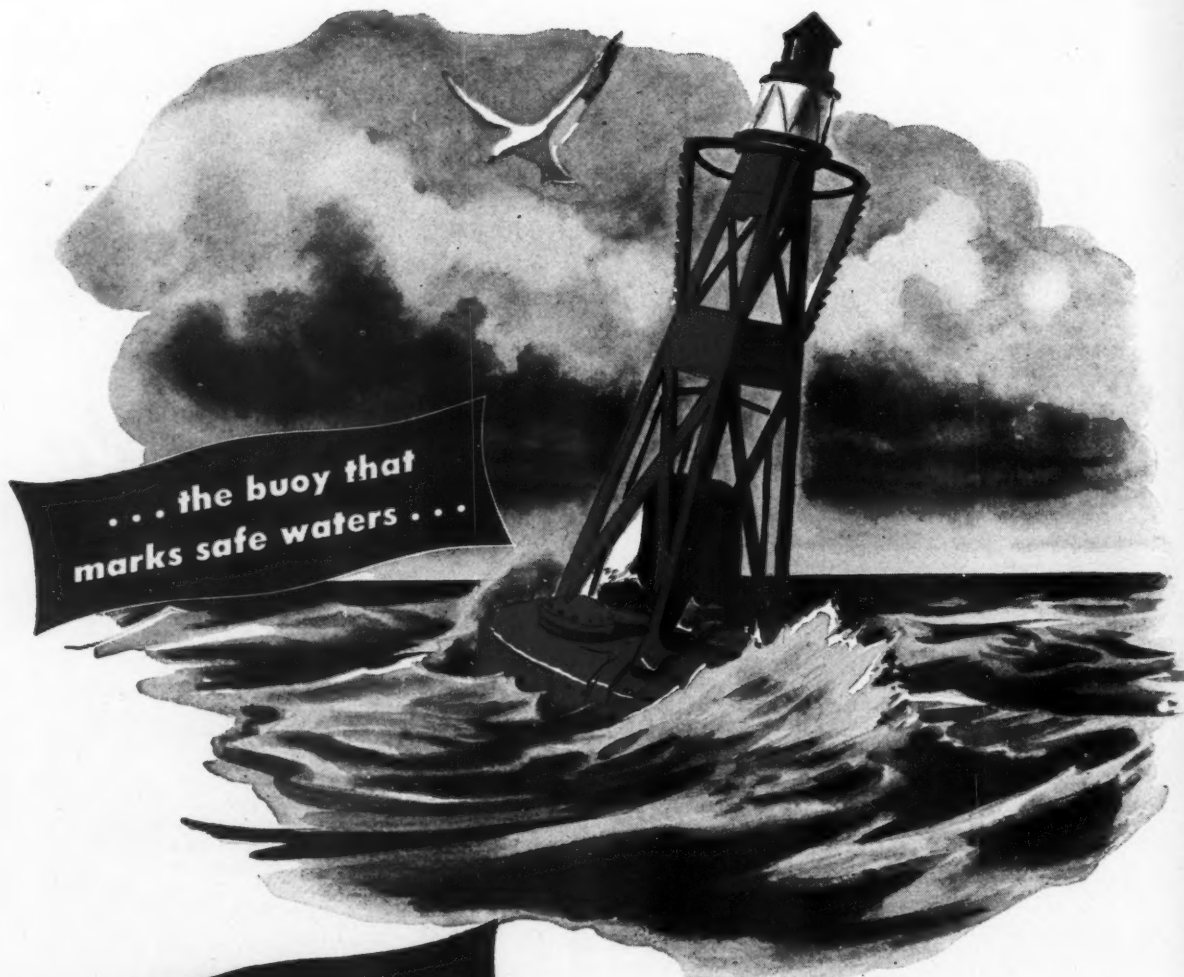
The trim Virginia dragger "Whitestone", which has been making good trips into Gloucester, Mass. this past summer, recently was equipped with 32 volt, type G-T-S-15 Surrette Marine Batteries for starting and lighting service. The boat is owned by Capt. Alton Hudgins, and her batteries have given dependable trouble-free service with ample capacity for any electrical load.



Your batteries are one of the most important pieces of equipment aboard. That is why more Surrette Marine batteries are being installed in the fishing fleet than ever before. Their modern design gives greater battery capacity with relatively smaller displacement. Surrette Marine batteries cost you less to own because they last longer. Specify Surrette Marine batteries on your next set. Write for the name of your nearest distributor who is prepared to give you service.

SURRETTE STORAGE BATTERY CO.
SALEM, MASS.

T H I N G S F I S H E R M E N T R U S T



For generations, men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is fine netting."

Gold Medal Netting

THE LINEN THREAD CO., INC. 418 Grand St., Paterson 1, N. J.

(Successors to American Net and Twine Company)

New York 17, N. Y. • Chicago 10, Ill. • Philadelphia 6, Pa. • San Francisco 5, Cal.

Baltimore 3, Md. • Boston 10, Mass. • Gloucester, Mass.

MAKERS OF FINE NETTING FOR 107 YEARS



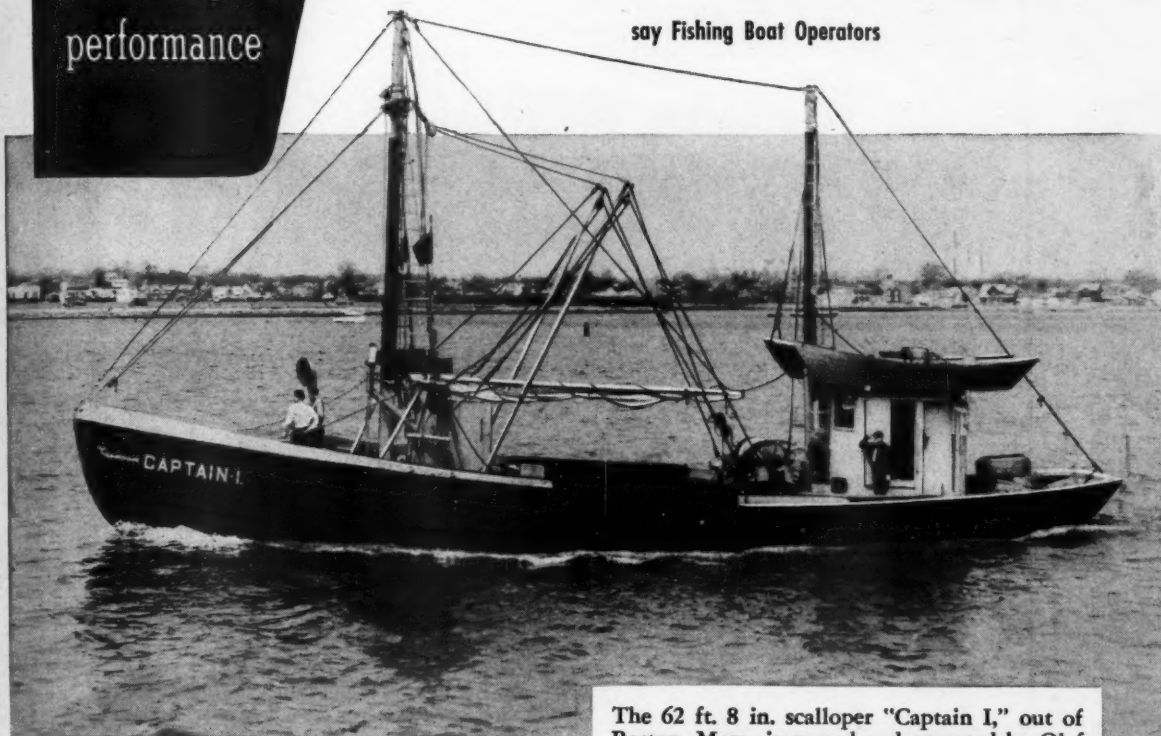
GOLD MEDAL SEINE TWINE — For hand-knitting, bending on, and hanging and mending, get the same high-quality twine that Gold Medal Netting is knitted from. Ask for and be sure you get Gold Medal.

Other Netting Products: ANAT Coy Linen Gill Netting • Gold Medal Sea Island Cotton Gill Netting • Gold Medal Hydroflow Trawl Doors • Plymouth Rope • A Complete Line of Netting Accessories.

"More work
hours...
Better engine
performance

with **GULF** **QUALITY MARINE LUBRICANTS"**

say Fishing Boat Operators



The 62 ft. 8 in. scalloper "Captain I," out of Boston, Mass., is owned and operated by Olaf Mortensen. The use of Gulf quality marine lubricants helps keep her main engine and auxiliaries in top operating condition—insures low maintenance costs.

BECAUSE lubrication has such a direct bearing on the performance of engines and auxiliaries, Gulf quality marine lubricants are the first choice of scores of fishermen. Their operating logs reflect the extra margin of protection that Gulf oils and greases provide—show conclusively that Gulf lubrication means more fishing, less fixing.

If you are not now among the many enthusiastic users of Gulf quality marine lubricants, call in a Gulf Lubrication Engineer and ask him to recommend the proper types and grades to fit your particular requirements.

The helpful counsel of a Gulf Lubrication Engineer—and the Gulf line of more than 400 quality

lubricants—are available to you in every commercial port from Eastport, Maine, to Brownsville, Texas. Write, wire, or phone your nearest Gulf office today.

Gulf Oil Corporation • Gulf Refining Company

Division Sales Offices:

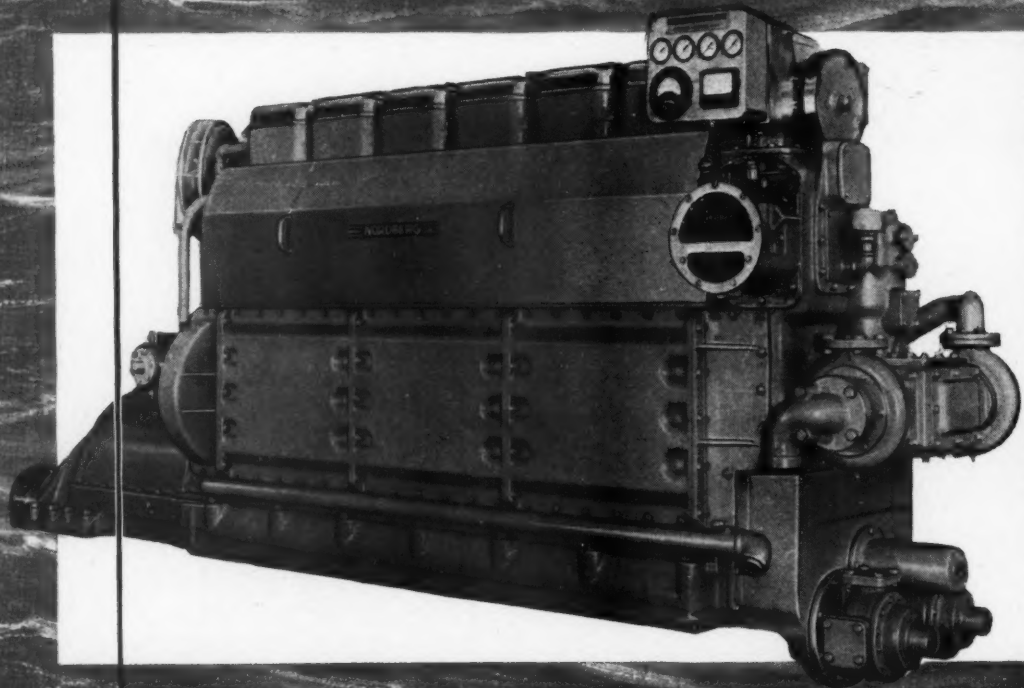
Boston • New York • Philadelphia • Pittsburgh • Atlanta
New Orleans • Houston • Louisville • Toledo



ING
n in
ale
ng.
de-

nd-knitting,
the same
ng is knif
del.
Netting •
g • Gold
h Rope •

NORDBERG



balanced *design*

Nordberg Marine Gasoline Engines of the 4-cycle, 6 cylinder type meet a wide range of requirements—for high-speed, 17-ft. Runabouts, twin-screw medium Cruisers up to 80 ft., and Work Boats up to 50 ft. in length.

At Nordberg, the idea of "balance" goes beyond accurately balanced moving parts. It includes striking a balance between important features that can't be seen, but which are important in terms of cost-reducing performance—between weight, power, speed, endurance and fuel economy.

These factors, resulting from "know-how" and precision workmanship, are the reasons why Nordberg Heavy-Duty Diesel Engines are known for dependability the world over. The same balanced design and dependability are incorporated in the 9" x 11½" and 13" x 16½" 4-cycle Marine Diesel Engines.

NORDBERG MFG. CO., MILWAUKEE 7, WISCONSIN

B-2796-SF



NORDBERG

DIESEL ENGINES



New Electronics Division Headquarters **SARGENT, LORD & CO.**



Complete Line of Marine Electronic Equipment on Display
Full Stock of Parts Carried
Experienced Technicians Available for Installation and Repair Work
With Mobile Service Laboratory

State of Maine Distributors for



HUDSON AMERICAN RADIO TELEPHONES
5 - 12 - 18 - 40 - 80 - 100 Watts
KAAR RADIO DIRECTION FINDERS
KAAR 20 - 50 - 100 Watt TELEPHONES

SUBMARINE SIGNAL CO. FATHOMETER,
FATHOMETER JR., CAPE COD NAVIGATOR,
MARINE VOLTAGE REGULATORS.
NATIONAL RADIO RECEIVERS

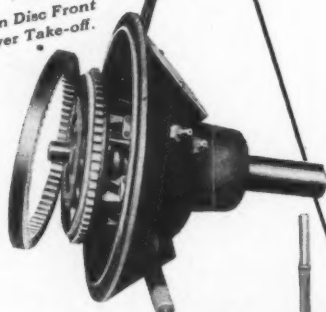
SARGENT, LORD & CO. — PORTLAND, ME.

42 Portland Pier

Telephone 2-6537

Twin Disc... Fore and Aft

Twin Disc Front
Power Take-off.



Twin Disc Reverse
Power and Reduction Gear.



Fore and aft . . . wherever you need a reliable power transmission unit . . . there's a Twin Disc product to handle the job—Marine Reverse and Reduction Gears for easy shifting and instant response . . . Front Power Take-offs to transmit power to winches, windlasses, gurdies, and other auxiliary equipment.

Twin Disc Reverse and Reduction Gears are suitable for application to marine engines developing from 20 to 325 hp . . . engine speeds from 800 to 1800 rpm. Twin Disc Marine Gears are designed to transmit full power in driving either forward or reverse through the use of heavy-duty duplex disc clutches . . . to provide improved performance with minimum maintenance and longer wear-life.

Twin Disc Front Power Take-offs are furnished complete with shaft, bearings and rigid cast-iron housing in sizes from 6.5" to 14" single-plate and from 11.5" to 14" double-plate. Housing sizes are from SAE No. 1 to SAE No. 6. Capacities range up to 140 hp.

For complete information write the Twin Disc Clutch Company for Marine Bulletin 142 or Power Take-off Bulletin 129-B. TWIN DISC CLUTCH COMPANY, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).

A Twin Disc 3:1 Marine Reverse and Reduction Gear and a Twin Disc Front Power Take-off handle power transmission fore and aft on the Josie II, Capt. Mike Orlando's 58-foot Gloucester dragger.



Heavy Duty
Clutch



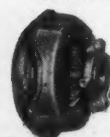
Hydraulic
Torque Converter



Hydraulic
Coupling



Tractor Clutch



Machine Tool
Clutch



SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918

Maryland Fisheries

Principal Methods of Catching Chesapeake Commercial Species*

THE Chesapeake is amply supplied with each of the three broad types of water animals which are: shellfish, or oysters and clams; crustacea, as represented by the Chesapeake Bay blue crab; and many types of fish. Over 250 types of fish have been classified as regular inhabitants of the Chesapeake Bay alone. Many of these, of course, and in fact the majority, are found in such small numbers that they are not commercially usable.

The main types of fish which are found in the Chesapeake Bay and are used commercially are as follows: In the Spring, herring and shad are the chief inhabitants. Striped bass abound in the Bay twelve months per year. Trout are found in heavy numbers in the Summer. Croakers arrive in early Spring and leave late in the Fall. Menhaden run just about the same cycle. Sea perch, sea spot and many others are found in the Summer months.

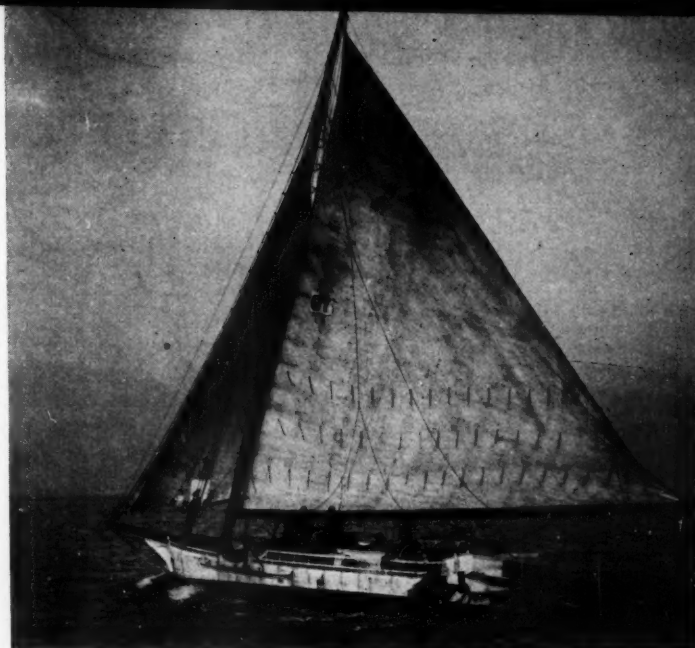
Pound and Gill Nets

The first and most important method of catching fish is by the pound, or pound net. All types of fish that inhabit the Bay are caught in these large nets. They are fished from the early Spring when the first herring begin to run until late in the Fall when the striped bass leave the shallow water and go into the deeper reaches of the Bay where the water at that particular time of the year is warmer.

This type of net is constructed of three main parts. Number one, the leader, performs exactly what its name says, it leads the fish into the trap. It is stretched out in a long line perpendicular to the shore and sweeps into the net thus guiding the fish into the hearts or the trapping area. The second part of the net is the hearts or funnels, consisting of an inner and outer funnel. These hearts actually are made in the form of a heart with a wide mouth opening narrowing down to a small point. Fish may slip through the point easily but it is difficult for them to find the way back out. When the fish have passed through the hearts, they come to the crib or fishing area. This is a square shaped portion of the net and serves as the real trap. It is the part that is pulled up when the fish are ready to be taken out of the net.

The pounds ordinarily are fished on low tide so that less net will have to be pulled out of the water. The net is gradually hauled up until the fish are all in one small pocket on the leeward side. A dip net, operated by three men, then is lowered into the pocket and all the fish are bailed into the waiting boats.

The next broad group of nets, by far the largest in number of any one type used in the State of Maryland, is known as the gill net. This type is exactly what its name implies—a net which en-



Skipjack oyster dredger "Anna May Rich" of Oxford, Md.

tangles the fish in their gills. The chief species of fish which are caught by the gill net are striped bass, sea perch and a few herring during the early Spring.

The gill net is one straight string of net, ordinarily made from linen thread. This thread is very strong but very small, difficult for the fish to see and quite easily bent and pliable so that the fish readily become entangled. The net is buoyed at both ends, that is, while the net is on the bottom a buoy floats along the top of the water giving the position of the net at all times. The net runs 300 or 400 yards in length and some of them run as long as 700 yards. The net itself is approximately 6' to 7' in height. The top of the net is held up by corks while the bottom contains lead or very small sand bags which cause it to assume an upright position while drifting along the bottom.

Since the net is hard to see and drifts with the tide while the fish usually swim against the tide, the fish swim directly into it and their gills go through the mesh but their body is too large to continue the penetration.

These nets are placed in the channels in the deepest part of the Chesapeake and the tide carries them several miles each set, or drift, as it commonly is called. At the end of its several mile drift, the length of drift depending upon the bottom, the nets are taken up by waiting boats and the fish removed from them. Then they are run back and set once more. Ordinarily, two sets are made in a day.

Haul Seines Used in Shallow Water

The third principal type of net used in Chesapeake Bay is the haul seine. These nets ordinarily are used in very shallow water and are pulled by manpower alone. The haul seine is a single string of net on each end of which are ropes and levers by which it is pulled.

The operation generally entails two boats in which the men sit waiting for a school of fish to appear in shallow water. When the fish appear, the boats run to the deep water side of the school and stepping overboard, the men string their net out in a long line and start walking to shore. As the fish are caught in the pocket of the net, they gradually are swept toward shallow water.

When the net has been pulled to a point where the water is below the waist of a man, it is brought around until it forms a large circle, trapping the fish in the center. The men then pull the top line of the net, gradually decreasing the enclosed area until the fish are all trapped in a very small circle. When this has been done, dip nets are manned and the fish bailed into the waiting boats. This net is used primarily in the Summer to catch

(Continued on page 30)



On board the skipjack "Joy Parks" of Cambridge, Md.

* Condensation of a paper presented to the U.S. Department of State by John T. Harrison of Tilghman Packing Co., Tilghman, Md.

Aluminum Alloys—

Their Use In British Fishing Vessels

LIGHT alloys are being used increasingly in Britain for the construction of many types of vessels. The fishing industry has benefited from this work and undoubtedly will continue to do so in a variety of ways as further experience is gained. The Admiralty just announced, for instance, the construction of the light metal alloy *M.6.B.*, the hull, including frames and skin, being of an aluminum alloy one third the weight of steel. Length is 75' and beam 20'. Earlier construction produced the *Celerity*, a composite hulled 105' vessel designed for tropical waters, in which aluminum alloy was used for the hull sheathing, bulkhead doors, mast tabernacle, ladders and planking nails.

These larger types are accompanied by a host of smaller boats in aluminum alloys and by an increasing adoption of this material for fishing craft. In the fishing industry, aluminum alloys are being used extensively in several ways. These include: alloy sheathing of hulls; alloy superstructures; and alloy components incorporated into the general design of the vessel.

Since the great bulk of Scottish fishing boat production is for long distance ocean-going work, often in the most serious and difficult weather conditions, the builder trends to approach any innovation with caution. This has prevented any attempt to date, to build a hull entirely in alloys and has restricted alloy construction very largely to those sections where its value has been proved by previous experience. The completion of the *M.6.B.*, already mentioned, will add to existing knowledge and future construction of hulls undoubtedly will be influenced by the showing she makes. There is a belief that in the future alloys will be used for the entire hull; meantime, caution is being exercised in this direction. Icelandic trawlers built in Britain in the past two years have incorporated stern frames metal-sprayed in alloy.

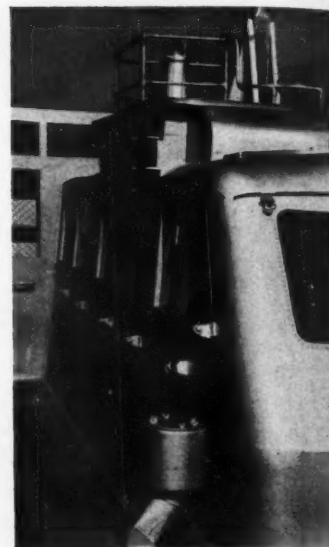
Alloy Superstructures

It is in the superstructure that greatest use is being made of alloys. One of the most interesting examples of this was the prefabricated deckhouse superstructure, of aluminum-magnesium-silicon alloy extrusions and plate, used on an Icelandic trawler and built by Bumac Ltd. of Dundee, Scotland, a company specializing in this work. The deckhouse was finished flush by the use of internal strapping and countersunk rivets. In another craft, the 105' *Celerity*, aluminum alloy superstructure was used, the structure involving a welded framework of angle bar clad with 16 swg riveted sheet, and alloy engine intakes, stanchions and rails.

Other uses where alloys have been incorporated to date include deckhouses, wheelhouses and funnels, as well as unstressed superstructures. Uses where the metal now has been established very definitely and where the experimental stage has been passed successfully, include internal partitions, ventilation trunking, insula-

By
Robin
Walker

One side of the aluminum deckhouse on the 105' British motor vessel "Celerity".



tion, cabin and deck fittings. In the latter categories are tubular masts, rattleproof doors, tubular oars with a detachable blade, stanchions and ventilators.

The difficulties involved in welding alloys have limited the use of aluminum to date. Scottish shipbuilders have tended increasingly to adopt welding and all-welded vessels now are fairly common. Alloys can be welded but not as successfully as would be necessary, and current work is directed towards solution of this problem. One large firm, manufacturing all-welded steel lifeboats, recently indicated that they hoped to achieve complete success in this direction. Meanwhile, aluminum alloy rivets or steel rivets are used, the latter for heavier work. A high magnesium content is introduced into rivets intended for marine use.

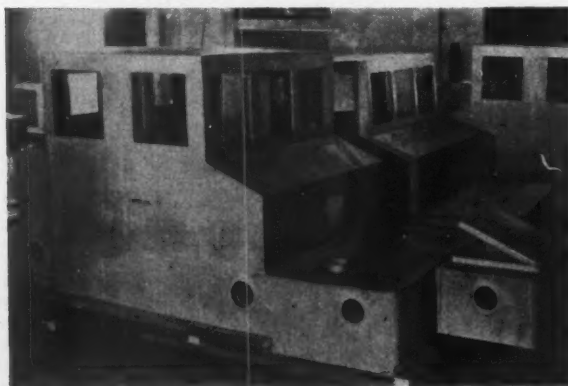
Specialist firms, working with alloys, are now able to offer Scottish builders a very wide range of alloy castings and these are being adopted increasingly to replace either steel or wood, the first, for weight saving reasons, and both because of the relative availability of alloys as against steel and wood.

Fish Hold Sheathing

One most important use, confined to fishing craft, is the adoption of alloys for fish holds. The most modern trawlers built in Scotland have incorporated an alloy skin over a suitable insulation material (expanded rubber being one such material). Such a hold is completely insulated and aseptic and ensures that the cargo will be brought home in perfect condition despite the fact that the catch may be 10 days old by the time of unloading. Earlier work in this direction included the use of extruded alloy stanchions, which made it impossible for any contamination to lodge thereon. The complete lining of the hold with sheet is a further development on this use.

The major advantages which have been demonstrated in Britain to date through the adoption of alloys as an alternative to steel are their reduced weight without loss of strength, their resistance to corrosion and their aseptic qualities, as when used in a fish hold. High Duty Alloys, Ltd., a leading firm in the marine field, as in all light metal working, has carried out extensive tests on its use. They and others claim that it gives weight saving resistance to corrosion and easier working on minor parts of no structural importance, when directly substituted for steel.

When used for local strength members, hatch beams, deck girders, pillars, and so on, use of the correct alloy and an appropriate design are essential if the alloys are to replace steel and satisfy. For main superstructure, the alloys not only save weight, which is vital, but reduce the stress concentrations by reason of the lower elastic modulus. Resistance to corrosion is another immense advantage in favor of alloys. They require initial painting but do not demand regular chipping and repainting as does steel. Use of aluminum alloys therefore will contribute considerably to reduced maintenance costs.



Small aluminum deckhouses prefabricated in Oslo, Norway, by Nordisk Aluminiumindustri.

Fisheries Commission Approves International Treaty

Seventh Annual Meeting Held in New York

THE Atlantic States Marine Fisheries Commission largely approved the formal draft of the proposed international treaty for conservation of Northwestern Atlantic fisheries during its seventh annual meeting the Hotel Roosevelt in New York City September 23 and 24. Another highlight of the meeting was an interpretation of a Supreme Court ruling on discriminatory practices against out-of-state fishing vessels.

Edmund L. Dunn of Massachusetts and John B. Bindloss of Connecticut were unanimously re-elected chairman and vice chairman of the Commission at the closing session.

Details of the treaty draft, to be kept in close confidence until other participating countries have had an opportunity to study the provisions, were discussed in a closed session with representatives of the State Department and the Fish and Wildlife Service.

It was expected that the formal draft would be dispatched to the other countries involved in early October. The international conference to agree on the treaty provisions probably will be held about mid-January in Washington, D. C. Canada, Newfoundland, Denmark, France, Portugal and Spain are the countries which it is hoped will join hands with the United States in this important conservation treaty.

Discriminatory Practices Outlawed

Representatives of all the 14 Atlantic States showed great interest in a discussion of the recent Supreme Court decision in *Toomer v. Witsell* outlawing discriminatory practices by South Carolina against out-of-state boats.

The case of *Toomer v. Witsell*, involved a South Carolina requirement that all shrimp caught within that State's 3-mile limit be landed there, and in addition the imposition of a \$2500 license fee on out-of-staters. South Carolina residents paid only a \$25 fee.

An interpretation of the high court's ruling was given by Prof. Frederick L. Zimmerman of Hunter College, special advisor to the Commission and to the State Department. In effect, Zimmerman told the Commission the Supreme Court has found that a state cannot restrict the fishing activities of an out-of-state resident simply because he is from outside the state. Any restriction of that sort must be related to conservation.

The Commission voted to request the commissioners of each state to review with their respective Attorneys General all existing state fisheries statutes on the Atlantic Coast and to recommend to the legislatures which will meet in 1949 such amendments as may be necessary to bring such statutes in line with the policy laid down in *Toomer v. Witsell*.

Joint state regulation of Atlantic Coast fishing grounds which are worked by adjacent states was recommended. Legislation to designate the Commission as supervisors of such regulatory work was urged and it was suggested that the affected states ratify such legislation. The Commission decided to put forth additional effort on its program of sanitation and pollution control. It discussed at length the need for a coordinated long term fishery research program involving federal, state, and institutional laboratories.

Regional Groups Meet

The North Atlantic and Middle Atlantic Sections of the Commission in joint meeting heard reports on the program of studies by committees of clam technicians and lobster technicians. They discussed with the Fish and Wildlife Service staff the best utilization of the \$37,500 appropriation for clam research made by the last Congress, the details of which were left to the discretion of the Service.

Columbus O'Donnell Iselin, Director of the Woods Hole Oceanographic Laboratory, reported to the Middle Atlantic Section that preliminary investigations revealed that the deposit of industrial waste acid at sea near the "Mud-Hole" apparently created negligible damage to the fisheries, but that the investigation is continuing.

The Chesapeake Section considered reports by technicians studying the blue crab and shad in the Chesapeake Bay, considered the development of the new Chesapeake Bay Institute



Left to right: Dr. Wilbert M. Chapman, special assistant in charge of fisheries for the Under Secretary of State; Wayne D. Heydecker, secretary-treasurer of the Atlantic States Marine Fisheries Commission; Edmund L. Dunn, chairman of the Commission, re-elected at the Commission's annual meeting in New York City.

hydrographic study sponsored by Maryland and Virginia and agreed to continue the several joint programs now in operation. Maryland commissioners reported that their State would undoubtedly approve the report of the Joint Commission urging the establishment of a Chesapeake Bay Fishery Authority. A preliminary study of conditions in the James River showed promise of being invaluable in determining the effects of a proposed dam on the valuable seed oyster beds in that River.

The South Atlantic Section heard a report by Andrew H. DuPre of South Carolina covering a reciprocal agreement that had been reached by Georgia, South Carolina, and Florida with respect to licensing out-of-state boats.

The two day session was concluded with the showing of three pictures developed by the Fish and Wildlife Service, "Net Mending", "Retailing of Fish", and "Operations of the New Research Vessel, *Albatross III*".



Among those at the Atlantic States Marine Fisheries Commission meeting, showing from left to right: Prof. Frederick L. Zimmerman of Hunter College, special adviser to the State Department and the Commission; Milton C. James, assistant director of the U. S. Fish and Wildlife Service; John B. Bindloss, vice chairman of the Commission, re-elected; William E. S. Flory, acting head of the State Department's International Resources Division.

Hints for Keeping a Boat Shipshape

By Capt. Elwell B. Thomas

IN the writing of this article there is no attempt to connect the various suggestions under a particular heading or to hint that they be carried out at any particular time of year. This is only a nautical hash and if you find a golden nugget in it that may help solve your particular difficulty, then hooray for both of us.

One of the small items of equipment that I always have found particularly useful aboard boat is a pump-type squirt oil can. This can should be of a good type, made of brass, and kept in first class shape. It will be found useful not only for lubricating difficult spots, but also for applying penetrating oil with vigor particularly into inaccessible spots. Wood preservatives likewise may be used in it when those hard to get at places need such treatment.

Port and health authorities are getting more and more particular about dumping garbage in harbors and the Army Engineers have some pretty rugged rulings on the matter. In view of this, one cannot as easily and innocently shove a mess of garbage overboard in a crowded harbor as was the case in the dear old days. Therefore, to comply with regulations as well as to make an honest effort to maintain cleaner harbors, some provision must be made to stow garbage aboard until the vessel is well out of the harbor.

Painting and Carpentry

Occasionally one should look closely in corners and such places on deck for signs of spots where paint has been put on over a slow accumulation of dirt. If such places are in evidence, the paint should be removed, the spot cleaned, dried and repainted. Such spots may occur and can be a cause for decay as well as nuisance leaks.

One should be careful when painting adjacent surfaces with contrasting colors, such as where a house joins a deck. In painting the first color, the paint should be overlapped onto the second surface. Then the line is carefully drawn with the second color, rather than running the two colors just up to each other and possibly leaving a minute spot between the two that is not painted at all.

Occasionally one sees a yacht or fisherman in which dark colors are predominant and the life rings will be painted the same dark color as the vessel. In this case, one wonders just how that dark colored life ring would be found by a drowning man on a dark night. Life rings should always be painted a light color, preferably a brilliant yellow and should be fitted with 15 fathoms of 15 thd. line.

The glass should be removed from deckhouse windows every three or four years and reset to avoid any possible seepage, for this seepage not only will be a nuisance but will encourage decay.

After any carpenter work is done aboard, one should be sure to clean up all shavings, chips and sawdust to avoid the possibility of such going into the bilge and clogging the strainer of the bilge pump. Some short pieces of fairly stiff wire, say eight or ten inches long with one end bent to form a loop for a handle, should be carried aboard to clean limbers, the little scuppers in skylights, and so on.

Handling of Charts

Charts should be stowed in such order that the one covering the waters in which you are operating at the time is the most readily accessible. A chart table often is not included in otherwise good boats and it is a most necessary piece of equipment. If a chart table is a part of the vessel, careful study of lighting conditions should be made. The table should be lighted in such manner that the chart is easily readable and so that the light does not momentarily blind the man who must glance at the chart and then step back to the wheelhouse to use his eyes in the darkness to pick up buoys and other objects.

I have found that a voltage meter, installed as a permanent fixture, is an extremely handy thing. By the flip of a switch, one may learn instantly of the voltage available in the batteries

and it is a clear indication as to whether or not the generating plant needs to be run.

If you smoke a pipe during your trick at the wheel, be sure that you leave your tin tobacco box well away from the compass, for otherwise that innocent tobacco box could prove fatal.

The openings of a boat—doors, hatches, portlights and whatever—should be left open as much as possible, especially in warm weather. We see vessels alongside docks on scorching hot days with everything shut tight but the fo'c's'le scuttle. Not only should doors and scuttles to the deck be left open in hot weather but galley, toiletoom, stateroom and locker doors should be left open as much as possible for the best ventilation.

The coal bunkers for galley stoves, especially the type that fill from the deck, seldom are ventilated in any way. There is no excuse for this, as provision for ventilation can be made easily.

Rigging and Moorings

Masts should be unstepped every two or three years for general inspection. At this time all of the ironwork and rigging should be removed from masts, booms, and other spars for careful inspection of the sections of spars under such ironwork and rigging because of sweat and lack of ventilation.

Turnbuckles should be taken apart, greased and reassembled about once in every four months to assure oneself of their being in good working condition at all times.

One should renew the seizings of ratlines frequently. It is a small but important job and should be done even in a boat that is laid up and out of commission for a considerable period of time. It might be necessary to send a man aloft in a vessel so laid up. Should he receive injury because of ratlines with rotten seizings, the question of negligence of the owner would be a pretty clear-cut issue.

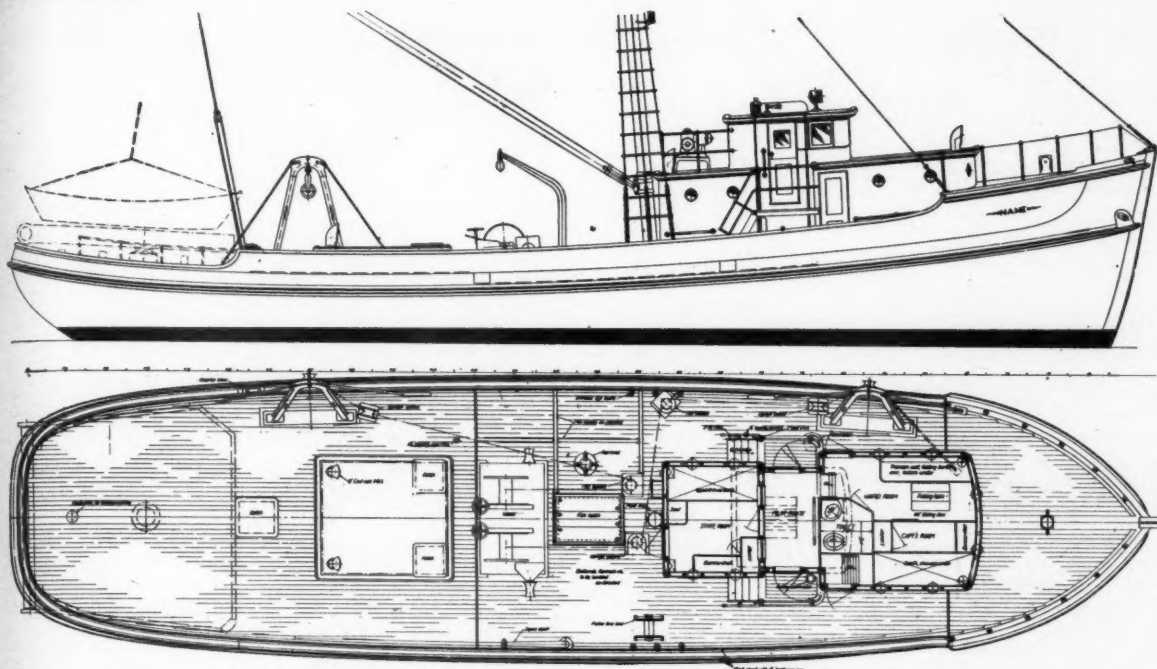
Moorings should be picked up every couple of years, at least, and if they have swivels in their chains, they should be inspected every year. Swivels are the "weakest link" in any mooring where they are used and their use should be avoided whenever possible. When used, they should be well constructed and oversize as compared to the chain and should be inspected frequently. When the mooring buoy is a round metal ball or a cork type, the mooring pennant should not be shackled to the top of the buoy but rather to the heavy chain below it. A pickup buoy then may be used on the end of the pennant.

With the use of more efficient reverse gears, one should be particularly sure that rudder backing chocks and chains are ample and in good condition. Many boats are lacking in adequate provision of this nature in view of the faster reverse speeds that are possible today.

If the vessel operates far offshore regularly, it is well that her boat or boats be fitted with sails as well as oars and complete equipment such as compass, water butt, emergency rations.



Bettmann Archive
Dressing-down fish aboard a North Atlantic schooner in 1891.



Plans of the 84' Dominion research vessel "Harengus" operated by the Atlantic Herring Investigation Committee.

Canadian Herring Resource Investigated by "Harengus"

IN the Gulf of St. Lawrence and other waters of mutual interests to the Governments of Canada, Newfoundland, New Brunswick, Nova Scotia, Prince Edward Island and Quebec, the 84' wooden research vessel *Harengus* is investigating the potentialities of the herring fishery. Operated by the Atlantic Herring Investigation Committee, which was set up in 1944 for a limited period of years and which receives financial support from the above-mentioned Governments, this vessel is under charter from the Canadian Department of Fisheries.

The *Harengus* was designed and built expressly for the purpose of conducting the major part of the Committee's investigation. Constructed by Shelburne Shipbuilders, Ltd., Shelburne, Nova Scotia, from the accompanying plans by Eldredge-McInnis of Boston, Mass., she was completed in 1946. Since that time, the work has taken her into the waters of various parts of the Gulf of St. Lawrence, the Bay of Islands and Fortune Bay, Newfoundland, and the outer coast of Nova Scotia. This past Summer the vessel spent considerable time in the southern part of the Gulf of St. Lawrence.

The investigation aboard the boat is under the supervision of A. H. Leim. Research to date has been largely along the lines of fishing with purse seines of the Pacific Coast type and with otter trawls. Due to design of the boat, either method of fishing may be pursued simply by installing or removing a West Coast type purse winch and the detachable purse seine turntable on the stern deck. Port side galleys frames for trawling and a Hathaway winch capable of handling moderate sized trawls are permanent deck equipment. The winch is just aft of the fish hatch which is amidship.

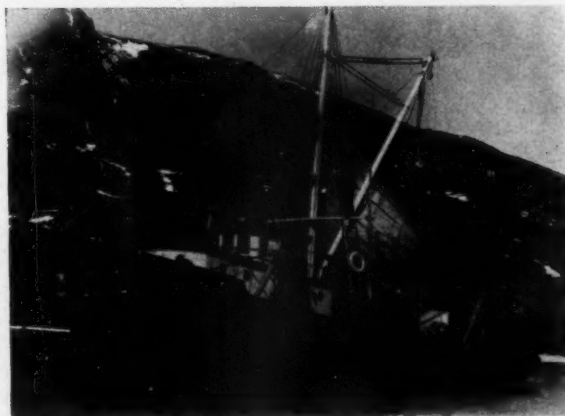
The necessary warps, doors and trawls and a 220 x 30 fathom purse seine comprise the fishing gear. The pelagic fish are located by means of a Bendix depth recorder. Shore contact and navigation are aided by a radiotelephone and a radio direction finder. Propulsion is furnished by two 8-cylinder, 135 hp. Caterpillar D17000 Diesels giving her a total of 270 hp. These engines turn a single shaft through a Unit Rig & Equipment chain drive to swing a 62 x 50, 3 blade propeller, and a power take-off is used to operate the winch. Batteries are 32-volt sets and an 8 hp. Lister-Blackstone auxiliary unit runs the generator and compressor.

Hydrographic and plankton work and other projects incidental to an investigation of this kind also are carried on. Therefore, plankton nets and hydrographic gear including reversing water bottles, thermometers, bathythermographs, a meter-wheel and a suitable winch are standard equipment. The laboratory for compiling data collected is below the deckhouse just aft of the fo'c's'le.

Arrangements in the fo'c's'le provide a galley and accommodations for a crew of eight. The fish hold is amidship aft of the laboratory and forward of the engine room.

The deckhouse is divided into three sections with the raised pilothouse in the center. The aft portion of the deckhouse is a stateroom for two scientists with upper and lower berths portside and a bureau-desk and locker starboard. Swinging doors give the scientists access to both the aft deck and the laboratory below. A ladder permits passage between the pilothouse and a ward room in the forward section of the deckhouse. The ward room may also be entered from the port deck and contains a transom seat with folding berth over and lockers under as well as a folding table.

Captain's quarters are off the ward room to starboard as is a wash room containing a toilet and wash bowl. The captain's accommodations include a locker, bureau-desk and berth with drawers under. The fo'c's'le is entered from the starboard side of the deckhouse.



84' Dominion Atlantic herring investigation vessel "Harengus".

Louisiana Blessing of the Fleet Feature of Shrimp Festival

One of the most picturesque pageants in the South, the thirteenth annual Shrimp Festival and Blessing of the Fleet was staged at Morgan City, La., September 17-19. Blessing of the fleet, feature event of the three day celebration, took place on the final day. This religious rite is a custom dating back to biblical days but not adopted at this port until 1935 when off-shore shrimping began.

An elaborate program of celebration, more ambitious this year than ever before, surrounded the simple and beautiful demonstration of faith and was designed to focus the eyes of the Nation on Louisiana's seafoods, especially shrimp. Enjoyed by an estimated 30,000 people, the program was planned by the Louisiana Shrimp Festival and Fair Assn., Inc. P. A. LeBlanc, president of the Association, has handled the observances since 1935. This year he was assisted by the Board of Directors, headed by C. E. King, and committees comprising more than 200 citizens of St. Mary Parish. Financing of the festivities was substantially eased by a \$5,000 legislative appropriation.

Although 13 years ago the first shrimp boats at Morgan City were small and of limited range, today the Morgan City-Berwick-Patterson fleet includes more than 300 ocean-going vessels. The majority of these took a week-end holiday from shrimping to participate in the festival program and to receive the blessing of the Catholic Church.

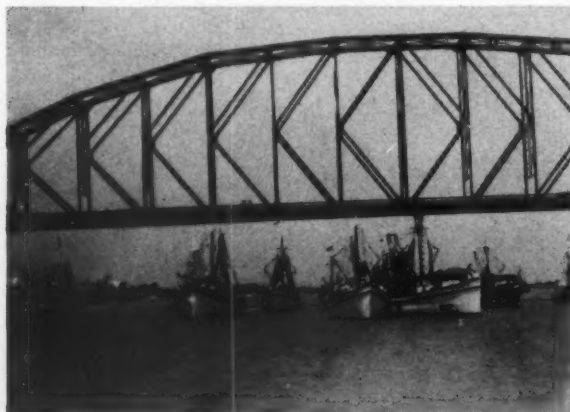
The gaily decorated fleet was moored two and three deep along the wharves of Morgan City and Berwick, sister cities facing each other across the wide reach of the Atchafalaya River known as Berwick Bay. The flagship *Monterrey* of Versaggi Shrimp Co., Patterson, carried the Priests and acolytes up the River by the trawlers and small boats massed on the Berwick shore, then returned to glide past an even greater number of vessels riding at anchor on the Morgan City side of the Bay.

Upon completion of the ceremony, the clergy was transported to shore and the trawlers pulled out one by one to parade up and down the River. This was the signal for the end of solemnity and "on with the show" for the trawler passengers who had been aboard since the start of the service. Visitors on the city wharves were treated to jumbo shrimp, cooked and ready to eat.

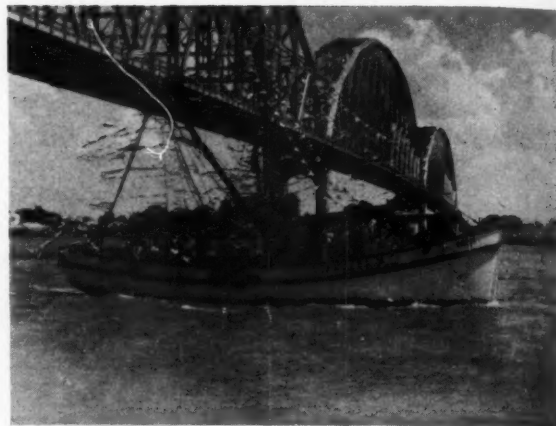
The *Sonny*, owned by J. R. Hardee, Jr. and skippered by Capt. Charles Landry, Sr., was awarded first prize as the best decorated boat in the water parade. J. J. Hebert's *Guy H.*, Capt. Earl Vining, and the *Riverside IV* of which Peter Lemmon is captain-owner took second and third prizes respectively.

Lieutenant-Governor William Dodd, other State and National dignitaries and judges of the various water events were aboard the official boat *Whirlaway*, owned by Riverside Co.

Mayor Maurice D. Shannon, chairman of the Welcome Committee and Victor Guarisco, owner of the *Twenty Grand*, 132-foot floating seafood plant, acted as hosts to more than a hundred guests aboard the big boat on September 19. A num-



A view of the water parade which followed the religious rites at the Morgan City, La., fleet blessing in September.



The shrimp trawler "Sonny", owned by J. R. Hardee, Jr., judged the best decorated boat in the recent Shrimp Festival and Blessing of the Fleet at Morgan City, La.

ber of South Louisiana mayors, several State department heads, parish officials, marine equipment sales representatives, and many other out of town visitors as well as families and friends of the hosts made up the guest list.

Newsmen and ladies attending a South Louisiana Press Assn. meeting were treated to a tour of the Bay in the water parade aboard the shrimper *Lucky Star*, owned by Emory Pacetti.

The entire week-end was packed with carnival affairs, ball games, band concerts, boat races, a parade and a beauty contest as well as other competitive forms of entertainment. Climax of the first day was a gigantic fireworks display on a barge in Berwick Bay.

A Coronation Ball highlighted the second day with an attendance of more than 700 people. Capt. Wilson Bailey of the trawler *Bounty* and Miss Lelia Mae Ozio, royalty for a day, were crowned King and Queen with much pomp and circumstance.

Two interesting exhibitions were open to the public during all three days, one of Louisiana seafoods and various natural resources, and the other of boats, engines and marine equipment. National manufacturers or their representatives furnished a variety show of boat supplies ranging from Diesel engines to fishing twine. Fish and shellfish, packages and containers of every description sold by Louisiana firms were on view for the edification of seafood consumers and, especially, for distributors or wholesale buyers.

Shrimp is the most valuable resource of Louisiana's fishing industry. More than half of all the fresh headless shrimp taken from Gulf waters last year were produced by Louisiana, and Morgan City alone accounted for a third of the State's production. With 300 trawlers and 18 packing plants in operation in this port, thousands of people are directly affected and all businesses, especially the marine repair and shipbuilding yards, are largely dependent on the shrimping industry.

Shrimp Production

Shrimp production in the principal landing localities of Louisiana for the month of August totalled 42,400 barrels, and showed a gain of 13,900 barrels over the take during the same month of last year. Thirty-three thousand barrels of the total went to canneries.

After a discouraging six-month period, production increased in the Morgan City-Berwick-Patterson area, and at the end of the first eight months of the year 19,829 barrels of shrimp had been reported.

Good catches of jumbo shrimp were reported in the area the last week of September. The Ramos Shrimp Company's *Butch*, skippered by Henry Farroba, was high for the first half of the week, with 30 barrels. Running a close second was the *Doughboy*, which is owned and captained by Theron Boynt, and landed 29 barrels, 68 lbs.

Other good catches reported were as follows: *Headless*, owned by the Prawn Producing Co. and skippered by Dewey Arcement, 28 barrels; *Crusader*, owned by the Versaggi Shrimp Co. and commanded by Constant Calahan, 27 barrels; *Captain Pete*,

Texas Committee Appointed To Aid Oyster Industry

A seven-man committee, headed by Marine Biologist J. L. Baughman of Rockport, has been appointed to review the State's oyster laws, and to suggest such revisions as are needed to encourage the industry. The committee will work out also a correlated program on research along the Texas Coast.

Speaking before a meeting of the Texas Academy of Science in Houston recently, Dr. Gunter cited pollution, Texas laws, excessive salinity, and lack of salinity generally, as well as insufficient knowledge about the oyster, as principal causes for mortality of oysters on Texas reefs. Texas' oyster production has declined from 153,000 barrels in the State's peak year of 1908 to 30,000 barrels this past year.

According to Dr. Gunter, legal restrictions placed on Texas oyster cultivation have discouraged big oyster companies from developing the supply. At present, there is no law requiring that dug-up shells be placed back in the water to propagate the oysters. Laws also ban transfer of oyster leases, and restrict leases to a maximum of 100 acres.

Oyster Planting Results

Following an oyster planting method similar to one used in Japanese waters, biologists at the Rockport marine Laboratory anchored sweet bay brush to the bottom of Mesquite Bay last May and seeded it with oyster spat.

The experiment thus far has not been as successful as the biologists had hoped for, however, they are agreed that the results have been fair and that within a year there will be some nine acres of oysters where formerly there were none.

At the time the brush experiment got underway, a second experiment of planting ordinary mudshell was attempted in

owned by the Independent Shrimp Co. and captained by Joseph Bailey, 26 barrels; *Captain Cracker*, owned by the Sea Shrimp Co. and skippered by Carlos Pinho, 25 barrels; *Lady Esther*, owned by J. R. Hardee with Lloyd Dinger as captain, 25 barrels; *Explorer*, owned by Carlton Fisheries with E. J. Fabre as captain, 23 barrels; *Papa Joe*, owned by the Patterson Shrimp Co. with Ulger Lirette as skipper, 16 barrels; and *40-Fathom No. 15*, owned by General Seafoods, Inc. with Leo Singleton as captain, 17 barrels.

The total inspected Gulf shrimp pack for the season through September 4 was 171,174 cases, against 50,477 cases during the same period of last year. Figures for the non-inspected pack also are reported to be up. The fresh and frozen shrimp markets have been weak and as a result most of the catch has been canned, a situation that was believed likely to change in October when the boats bring in large sizes of shrimp.

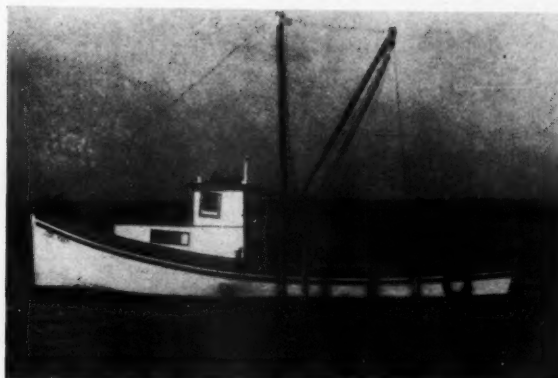
Hard Crab Catch Gains

Production of hard crabs in the main landing areas of Louisiana during the month of August totalled 1,343,100 lbs., which represented an increase of 373,200 lbs. as compared with the yield in the same month of last year. However, the oyster take declined from 5,300 barrels in August, 1947 to 3,900 barrels this August. The total production this August went to the fresh and frozen trade.

Mullet and red snapper accounted for the major part of the month's salt-water fish landings, which totalled 53,700 lbs., against 37,000 lbs. in August, 1947.

To Begin a Survey of Damaged Oyster Reefs

Under the provisions of a recent appropriation for the rehabilitation and maintenance of the oyster reefs in Louisiana and Mississippi, severely damaged by floods in 1945, Dr. Philip A. Butler has been appointed Chief of Gulf Oyster Investigations and will establish headquarters at the Pensacola, Fla. Laboratory. The immediate objective of the survey, which will be begun this Winter, will be to determine the most practical methods for restoring the reefs to their former productiveness as well as developing means of lessening the damage by future floods. The program will include a critical analysis of the oyster bottoms and studies of the continuing mortality of oysters. Dr. Butler already has made a preliminary study of the damaged Gulf oyster producing areas.



The 45' shrimper "Josie Mary" of Galveston, owned by W. H. Smith of Port Bolivar, Texas. She is powered by 45 hp. heavy-duty Lathrop engine.

another area of the same Bay. Marine biologist J. L. Baughman believes that the mudshell method is one of the cheapest and best means of extending natural oyster reefs.

Three new test plots of oysters were to be planted the latter part of September. A part of future plans is to plant 170 wire baskets, which will be fastened on racks, in Mesquite Bay. The 40-inch by 20-inch baskets will be dipped in asphalt before being placed on the racks. They will be so arranged that they will be under water but above the bottom of the Bay.

Biologist Joins Staff

Dewey Miles, marine biologist of Houston, has joined the Rockport Marine Laboratory staff and will work on the fish food analysis survey. He is a graduate of the University of Houston.

Fish Totals

Texas' landings of marine products during August exceeded July's production by 881,745 pounds, according to information released by the Rockport office of the Texas Game, Fish and Oyster Commission.

During the period August 1-31, landings at Texas ports totaled 1,437,518 pounds. Of this amount, 89,741 pounds were red snapper; 37,226 pounds, trout; 29,973 pounds, redfish; 25,323 pounds, drum; and 11,303 pounds, flounder.

Shrimp production increased from 344,524 pounds in July to 1,220,172 pounds in August. Crabs, likewise, showed an upward trend.

Mexican imports through Laredo and Brownsville for the period August 20 to September 17 totalled 405,025 pounds.

Shrimper Launched

The *Bondage*, 50'6" shrimper recently completed by John and Wimpy Wright of Rockport, has been launched at the Rockport yacht basin. The craft is powered with a 225 hp. General Motors Diesel engine.

Shrimp Production

Shrimp hauls in Corpus Christi Bay are off 50 per cent from average years, fishermen in the area complained after three weeks of the Fall season had passed. This is the second straight year the catch has been comparatively light. For three consecutive years—1944-46—shrimp fishing in the bay was excellent, and fishermen are unable to account for decrease in catches during the present season.

Shrimp in all bays, however, are larger this year than last, and no under-size shrimp have been landed. Most of the catches have been in the 16-cent bracket, or running 36 to 45 tails to the pound. In dollars and cents, opening-day catches netted boat operators approximately the same amount as last year.

H. D. Dodgen, executive secretary of the Texas Game, Fish and Oyster Commission, speaking before the joint session of the American Fisheries Society and the International Association of Game, Fish and Conservation Commissioners in Atlantic City last month, said biologists had been unable to agree on the causes of the shrimp disappearance in the Gulf of Mexico. "However," he said, "we believe that lack of uniform management by the conservation officials of the States is partly responsible."

Maryland Convention Has Seafood Exhibit

In cooperation with industry and trade associations, a fisheries exhibit was presented at the 81st annual Maryland State Teachers Convention in Baltimore, October 7, 8, and 9, by the Commercial Fisheries Branch of the Fish and Wildlife Service. Seven thousand elementary and high school teachers throughout Maryland attended.

The various forms of fish and shellfish were exhibited in a specially designed case, including lobsters and scallops from New England; clams and oysters from the Middle and South Atlantic States; shrimp from the Gulf States; and halibut and salmon from the Pacific. Also displayed were representative types of canned and frozen fishery products.

Literature was distributed on the latest developments in the fisheries, the handling and preservation of fish, the food value of fish and shellfish, and the most attractive ways to cook and serve fishery products as prepared by the Service's home economists.

Tonging Season Open

On September 15, tonging began in the Patuxent River and the lower Potomac River (below a line joining North Point and Cedar Point). In the upper Potomac and some other areas, the season opened September 1st. The dredging season starts November 1st throughout the State.

Oysters this year are fat and in good condition, and everyone predicts a good season. It is said there will be more dredgers working this season than for several years. During the last of October nearly all the packers begin shucking, and discontinue the soft crab business. It is expected there will be a larger supply of oysters this season than last. There are more private planters than ever before in Maryland.

The crabbing season has been good. With no glut, there has been supply enough to meet the demand. Prices have been steady. The season closes on November 1st.

Forbush Sells to Crisfield Machine & Boat

The Gus Forbush & Son Marine Railway was sold to the Crisfield Machine and Boat Works on September 14th. The Crisfield Machine and Boat Works is owned by two brothers, Commander Robert Lee Sorken, USNR, and Irving G. Sorken of New Orleans, La.

The Railway is the old Dana railway that was founded in 1875 by S. W. Dana, and remained in the Dana family until 1943 when it was sold to Gus Forbush by C. A. Dana, son of the founder.

The sale of the yard includes all of the real estate, as well as the buildings, with one of the most modern machine shops on the Bay, complete with machinery to handle any repair job.

Maddrix Erecting Plant

Paul Maddrix, of Crisfield, is erecting a packing plant, located at Ape's Hole Landing, about three miles from Crisfield, on the Pocomoke Sound. The plant is to be in operation this season, and will be equipped with all modern appliances.

Plenty of Rock

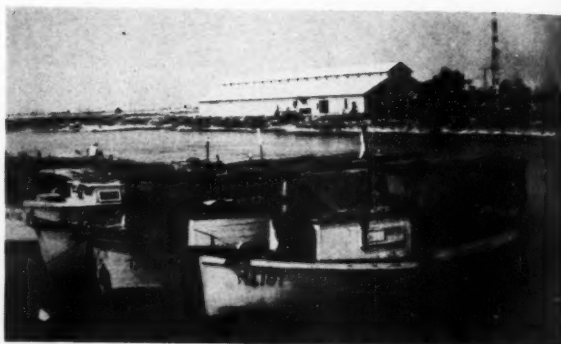
There has been a good catch of rock, or striped bass, in the Chesapeake Bay. This body of water and its tributaries produce over half of the commercial catch, of which the greater portion comes from Maryland where the annual supply during the last five years has averaged in excess of 2,000,000 pounds.

Potomac Shad Up

Reports from District Supervisor, Capt. Cullison, indicate that the greatest catch of shad and herring in ten years was made between Cobb Bar and Swan Point in the Potomac during the 1948 season. The fish were so abundant that it was almost impossible to free the net. This is believed to be the only place in the lower Bay where shad and herring were caught in increased quantities last Spring.

Capt. Christy and Crewman Rescued

Adrift on the wreckage of his pilothouse for nine hours, Capt. Richard Christy, skipper of the sunken 55' freighter



Part of the fleet of company boats which supply the Southport Seafoods Co. (background) with fish. This plant is located south of Foley, Ala. on the intra-coastal canal.

Mississippi Seafood Commission Adopts Menhaden Rules

The Mississippi Seafood Commission on September 6 adopted an ordinance regulating the catching, taking and transporting of menhaden from State waters. The new regulation makes menhaden fishing unlawful within two miles of the sea wall between the east end of Deer Island and the Bay of St. Louis. It also makes it unlawful to use purse seines for menhaden fishing in any river, stream or bayou or in any bay or body of water north of the L&N railroad, and prohibits the use of a purse seine or other net having a length in excess of 1200' or the joining of two nets together where their total length is more than 1200'.

The ordinance forbids the use of nets with mesh smaller than standard $\frac{3}{4}$ " bar, $1\frac{1}{2}$ " stretch new and untreated. It also is designed to prevent menhaden fishing during December, January, February and March.

Oyster Reefs Opened to Tonging

Effective September 15 all public oyster tonging reefs in Mississippi, except those that have been replenished within the last year, were opened for tonging.

Allbrook Fisheries to Build New Wharf

Allbrook Fisheries, Gulfport, owned and managed by Edward Allbrook, have applied for a permit to construct a wharf 90' long and 7' wide and attached to the south side of the City wharf. According to Mr. Allbrook, the recent hurricane destroyed the pier leading from the firm's wharf and raised the wharf approximately 9", making it necessary to rebuild the entire structure. The concern's total hurricane damage was estimated at \$2,000.

Jordan Named Commission Chairman

Naif Jordan, who was appointed to the Mississippi Seafood Commission September 1, has been elected chairman of the group to succeed Harold B. Weston, Bay St. Louis. Clell Dildy, for many years identified with the seafood industry of Biloxi, was appointed secretary, succeeding the late F. W. Elmer; and Mrs. F. W. Elmer was named assistant secretary. Other appointments made were as follows: Meco Filipich, chief inspector; and Clarence Canaan, assistant inspector.

C. A. Christy, was rescued from Chesapeake Bay August 31 by the steamer *City of Norfolk*, Capt. P. L. Parker.

The C. A. Christy had foundered and sunk in heavy seas off James Point, 50 miles from Annapolis. Capt. Christy and a crewman abandoned ship, and the crewman was rescued by the Coast Guard shortly after the sinking. The *City of Norfolk* took up the search for the missing skipper with its Mariners Pathfinder radar, product of Raytheon Mfg. Co., and in spite of darkness and heavy seas, located Christy. The radar, which had been installed by the Marine Division of Mackay Radio and Telegraph Co., spotted the wreckage to which the captain was clinging, from a distance of three-quarters of a mile after the steamer had searched for an hour and a half, covering 20 miles.

Great Lakes Fishermen Foresee Better Fall Production

Commercial fishermen operating in southeastern Lake Superior waters predict a good netting season this Fall for trout and herring. Although production of these species, as well as whitefish, was down in the outset of September, takes increased as the month progressed. Fishermen have high hopes for a record herring run, and some believe that catches will be even greater than in 1946, when the yield was the largest it had been in 15 years.

The netters fished for lake trout until October 10, when the season closed. Resumption of trout netting will take place on November 4.

Most of the larger operators reset many miles of gill nets, after a Summer lull in operations. Early Fall trout catches came mostly from set hook lines. Heavier production, however, is expected to be made now by the gill netters. The trout are now concentrating inshore to spawn.

Production of whitefish and trout was fair in the northern Lake Michigan areas during the first two weeks of September, with takes of the former variety increasing in the Sturgeon Bay, Wis. area. The catch of lake trout in the Green Bay region is reported to be fair, with perch and whitefish production going from fair to good. In the Mackinac Straits area perch takes were good in some sections and fair in other regional waters. Commercial production of walleye pike from Little and Big Bays de Noc is increasing among the trollers, and takes from these waters are expected to remain very good until late Fall.

Many large catches of walleye pike, although most were fair to good, have been made in northern Lake Huron waters. Production of lake trout in Lake Huron is practically nil, with some production of note being made in Canadian waters by Georgian Bay commercial fishermen.

Whitefish production among the pound netters in Lake Huron waters has been much better than last year, with fishermen forecasting additional increases in whitefish takes in 1949. Production of other species of lake fish in Lakes Huron and Michigan waters have been fair.

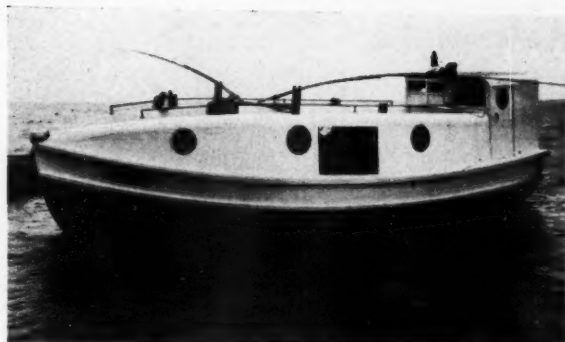
Minnows' Return Brings Food Fish

Minnows have appeared in astronomical numbers in Kenosha, Wisconsin's Lake Michigan waters, and commercial fishermen have reported a greater abundance of many species of food fish as a result. For a number of years the tiny fish have been absent from waters in the Kenosha area, thus leaving it practically devoid of forage for larger fish.

Commercial fishermen felt the loss heavily and as a result the catches of commercial food fish in any sizable quantity were limited to chubs. This year, commercial fishermen have registered several large catches of whitefish and just recently an amazingly big catch of lake trout for local waters was recorded.

Producers Ask Changes in Regulations

Representatives of the Wisconsin Fish Producers Assn. met at Madison, Wis., recently with Conservation Commission officials to urge the use of gill nets with a mesh of $2\frac{3}{8}$ " and a reduction of the legal size of perch in State waters from 8 to $7\frac{1}{2}$ ". Another meeting is planned before definite decisions are made on the proposals.



The 35' gill net tug "Viking" owned by Capt. Paul O. Nordley of Knife River, Minn. She is equipped with a 115 hp. Chrysler Crown gasoline engine, Michigan propeller and Columbian rope.

Chicago Fish Receipts Up in 1947

The receipts of fresh and frozen fishery products in the Chicago Wholesale Fish Market during 1947 totaled 94,650,000 lbs. This exceeded the 1946 total by 12%, was 22% greater than the 1945 total was 42% over 1944.

Of the total volume received in 1947, fresh-water species accounted for 44%; salt-water items, 38%, and shellfish and related species, 18%. Fresh-water receipts declined 2% from those of 1946 while salt-water receipts gained 22%, and shellfish gained 37% during the same period.

The gain in the salt-water section resulted from greatly increased arrivals of frozen fillets, chiefly rosefish, from Maine, Massachusetts, and Newfoundland, and halibut from Alaska and British Columbia. Greatly increased arrivals of shrimp from the Gulf States accounted for the large gain in shellfish receipts. Gains also were shown in shucked oysters from Eastern States and scallops from Massachusetts. Shrimp formed 63% of all shellfish arrivals; followed by oysters, 16%; and scallops, 5%.

In contributing to the total receipts, Massachusetts led with 12%, followed by Wisconsin with 10%, and Michigan with 8%. Next in importance were Louisiana, with 6%, Minnesota, 5%, Texas, Washington, and Illinois with approximately 3% each, and Ohio, Maine and Florida with 2% each.

During 1947, the five leading species by volume in Chicago receipts were, halibut, 12,106,000 lbs.; shrimp, 10,728,000 lbs.; whitefish, 7,728,000 lbs.; rosefish, 6,275,000 lbs.; and lake trout, 6,118,000 lbs.

Lamprey Weir Being Built

A new lamprey-trapping weir is under construction on the Ocqueoc River as a cooperative project of the Fish and Wildlife Service and the Michigan Conservation Department. It is expected to be in service this Fall. The weir is so designed that its screens and grills may be removed in late Fall and re-erected early in the Spring, to prevent damage from ice in the Winter. Traps in the weir will catch both adults moving upstream to spawn and immature lampreys moving downstream to Lake Huron.

"Naomikong" Moves to Grand Haven

Wallace E. Hill's fish tug *Naomikong*, which has been operating out of Grand Marais, Mich., for about four years, recently moved to Grand Haven, where it is being used by Eugene L. Hill, son of the owner.

New Gill Netter "Eagle II"

Verne Kleiner of Muskegon, Mich. recently built and placed in operation the new 38' x 11½' all-steel gill netter *Eagle II*. Designed by Gus Deering, Chicago naval architect, the vessel is gasoline powered, of V-bottom construction with modified transom, and is welded throughout.

Kleiner and the Danhof Fisheries, Muskegon, plan to build a sister ship. This craft will be used by the Danhofs, who assisted Kleiner in the building of the first boat.



The 75', 150 hp. steam tug "George Edward" owned by Reger & Werner Fish Co., Lorain, Ohio, and skippered by Capt. George Floro.

Maine Holds Conference for Atlantic Fishery Biologists

Forty members of the Atlantic Fisheries Biologists Assn. from eight eastern States and Canada met at Boothbay Harbor on October 1 for their eighth annual three-day session. Howard Schuck of the Woods Hole, Mass., station of the Fish and Wildlife Service, was elected president of the Association, succeeding Clyde C. Taylor, Boothbay Harbor, chief biologist of the Maine Department of Sea and Shore Fisheries. Louis Stringer, also of the Woods Hole Station, was elected secretary-treasurer. Stringer succeeds Fred T. Baird, Jr., Taylor's assistant in the Maine agency.

An inspection tour of the Sea and Shore Fisheries lobster rearing station as well as the Fish and Wildlife Service installation and equipment was made on the second day of the session. Addresses included a talk by George Roundsefell, noted salmon expert of the Fish and Wildlife Service, on "Stream Survival of the Salmonoid Fishes"; a discussion by Noel Tibbo of the Fisheries Research Board of Canada on the role of the biologist in improving fisheries methods; and a discourse by Alfred Perlmutter of the Fish and Wildlife Service on the regulation of catch yield without the depletion of the fishery. A discussion on the roles of science and the scientist in conservation was led by Dr. James Westland of the New York Conservation Department.

On the third day the members took a four-hour cruise on the Fish and Wildlife Service experimental fishing boat *Albatross III*, with Dr. William Royce of Woods Hole in charge of a demonstration of fishing equipment aboard the vessel. About 1,500 lbs. of fish taken in a short experimental tow seven miles south of the Cuckles Light, Cape Newagen, were sorted by species and numbered. The commercial fish taken were placed in the *Albatross*'s two freezers, one mechanical and the other natural ice, as part of an experiment to determine feasibility of freezing fresh catches at sea.

Hope to Establish Lobsters on West Coast

Ten Maine seed lobsters were flown from Portland to the Seattle-Tacoma Airport recently as part of an exchange agreement between the Washington and Maine Fisheries Departments. They will be reared at the State Fisheries Station at Bowmans Bay, near Deception Pass, with the hope of establishing the Maine delicacy in West Coast waters. During the Summer Maine received a shipment of Washington's Dungeness crabs, and attempts are being made to rear a crop at an experimental station.

New Carrier "Pauline" in Operation

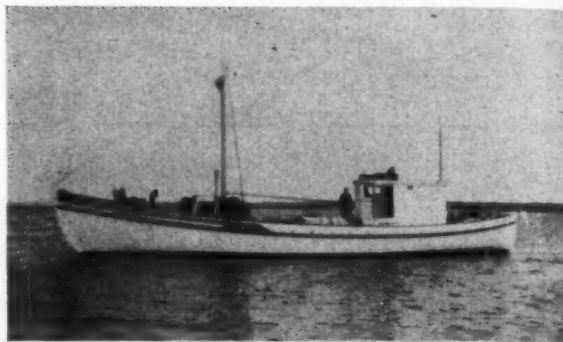
With Capt. Harold Small of Lubec as skipper and his brother Arthur Small as engineer, the new 83' x 18' x 7'6" sardine carrier *Pauline* started operations late last month. She is owned by North Lubec Manufacturing and Canning Co. of Rockland and North Lubec, Me., and was built by Newbert and Wallace of Thomaston, Me. Her hull lines are the same as those of the *Mary Anne* which the yard completed early this Summer. The vessel has a capacity of 1800 bushels, and her speed is 10 knots.

The new carrier is powered by a 171 hp. Buda Diesel with 2:1 Twin Disc reduction gear, swinging a 48 x 34 Columbian propeller on a 4" bronze shaft with Hathaway stern bearing and stuffing box. The engine is fitted with Maxim silencer and Columbian throttle and reverse gear controls.

The *Pauline* is equipped with Edson deck pumps, 1500 watt Fairbanks-Morse generator, 32 volt Exide batteries, Edson steering gear, Kelvin-White compass, 30 watt RCA radiotelephone and Shipmate oil-burning galley range. She has a Curtis automatic air compressor for operating her Cunningham whistle. The vessel is painted with Pettit paints and uses Socony Vacuum fuel and lubricating oil. Hunter Machine Co. of Rockland furnished and installed the boat's engine and equipment, and fabricated the fish hoist unit which utilizes a Stroudsburg hoist and Fairbanks-Morse Z engine.

Four Vessels Repowered

Two Stonington draggers which land fish at Rockland have been repowered with 171 hp. Buda Diesels with 2:1 Twin Disc



The 75' double-ender sardine carrier "Black Diamond" owned by Capt. Wellington Dick of Eastport, Me. Recently rebuilt at A. F. Theriault Boat Yard in Nova Scotia, she has been repowered with a 90 hp. D90 Lathrop Diesel and a Columbian propeller. Her capacity is 100 hogsheads.

reduction gears by Hunter Machine Company, Rockland. They are the *Helen B.* owned by George Billings and skippered by Capt. Leo Blood of Rockland; and the *Ellen B.* owned by Mrs. Edward Billings and commanded by Capt. Jay Murphy of Portland.

The 47' gill netter *Three Brothers* of Portland has been repowered with a Model 318, 80 hp. Caterpillar Diesel with 3:1 Twin Disc reduction gear, supplied by Southworth Machine Co.

The 86' dragger *Vagabond*, owned by Harris Co., Portland, is being repowered and painted at the Frank L. Sample, Jr. Inc. shipyard, Boothbay Harbor. Her new engine is an 8 cylinder, 280 hp. Model 31A6¼ Fairbanks-Morse Diesel with 2:1 reduction gear, and will swing a 60 x 44, 3 blade Columbian propeller.

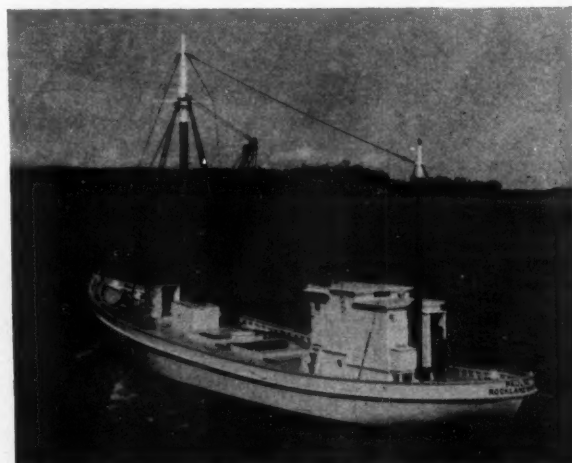
The Sample yard also has painted the Harris dragger *Nautilus* and rebuilt her engine.

Sardine Carrier for Port Clyde

Delca Packing Co. Inc., Port Clyde, Maine, of which Sam Zwecker is president, expected to place its new sardine carrier *Nereid* in operation this month. Built in 1932 for Thomaston to Monhegan mail boat service, and used by the Government during the war as a harbor boat, the vessel was converted to a sardine carrier by Rockland Boat Shop, Rockland, Me.

The *Nereid*'s dimensions are 60.8' x 15.7' x 8.2', tonnage is 25 net and 46 gross, and she will carry 900 bushels of herring. She is powered with a 90 hp. Fairbanks-Morse Diesel. Capt. Frederick Beal of Belfast is skipper and Harold Thompson of Rockland is engineer.

The Rockland Boat Shop is building a 36' lobster boat for Dorian Ames of Matinicus which will be powered with a 135 hp. Nordberg gasoline engine.



The new 83' sardine carrier "Pauline" owned by North Lubec Mfg. & Canning Co. of Rockland and North Lubec, Me.

NFI Executive Committee Meets at Boston

The National Fisheries Institute has taken steps to join in an all-out fight against further increases in transportation rates. First in order will be a united industry opposition to further increases in Railway Express Agency rates under ex parte proceedings 163 scheduled for hearing in the near future. Generally speaking, REA would increase express rates under its single rate scale which it filed on September 10 by a substantial percentage (as much as 105% in some eastern states).

This stand by NFI is the result of Executive and Traffic Committee meetings held in Boston's Hotel Somerset September 14-16. During the three-day session, the committees were guests of the Massachusetts Fisheries Assoc., Inc. and Federated Fishing Boats of New England and New York, Inc.

Gene Ruthford of Seattle, chairman of the Traffic Committee, said: "This action was taken after the National Fisheries Institute Traffic Committee met last week in Boston with executives of the Railway Express Agency in an effort to have the REA withdraw its proposals for increased icing charges which would amount to as much as 50%. Further, the committee has authorized C. E. Jackson, general manager, and Ray Steele, NFI's general counsel, to employ appropriate traffic counsel to fight all traffic cases that are against the industry's interest."

Another resolution adopted at the meetings in Boston concerned the matter of again having the State Department intervene and if possible stop the Mexican Government from seizing U. S. fishing vessels on the high seas. A request also was made, that the NFI management work through fishery trade groups in Mexico to see what can be done to have ridiculous piracy stories eliminated from the Mexican press. The tenor of these articles recently appearing in Mexican newspapers, is that Americans are pirating the Mexican fishery resources.

At the Boston meetings, discussions also were held over the need for adoption of standards for certain fishery products with emphasis on canned fish. Due to recent rulings of the Food and Drug Administration concerning the wordings on can labels, it has now become hazardous to can certain species of fish for fear of seizure by FDA officials. Standards for shrimp, canned, fresh and frozen, also became a topic of discussion. Tying in closely with standards for domestic fishery products, the NFI was called upon to submit some standards which could be recommended by the World Food and Agricultural Organization at its November conference in Washington. Details of



At the National Fisheries Institute executive committee Boston meeting: front row (left to right) Thomas D. Rice, executive secretary, Massachusetts Fisheries Assn.; Carlton Crawford, Palacios, Tex., N. F. I. president; Matthew J. Dillon, president, Massachusetts Fisheries Assn. Back row (left to right) Irving Usen, N. F. I. executive committee member of Boston; Thomas Anthony Fulham, president, Federated Fishing Boats of New England and New York.

the NFI proposals were turned over to the Technological Section, headed by Dr. Wm. F. Hampton of General Seafoods Corp.

The first year's activity of the publicity and advertising program was presented at the meeting. William Eardley of Seattle, chairman of the Advertising Committee, in commenting on the progress made in the short time of one year, said "It is important to take advantage of the strides which have already been taken, and with the expanded program voted unanimously for next year, we can look forward to a further educational program to teach consumers the varieties and species available and ways of preparation, and establish fish and shellfish as a daily item in the average family's diet."

In summarizing the results of the Boston meetings, Carlton Crawford, president of NFI, stated: "The fishery industry is now organized in a united effort, through the National Fisheries Institute, to take on all comers and fight for the protection of its rights in the many problems which face the industry daily and which will increase. It is hoped that the seafood industry will strengthen its membership in the NFI in order that the fisheries may go forward in their bid for recognition as a vital world industry."

New Lobster Boats

Captain Robert Learned of Owl's Head has just completed the new 34' x 9'6" x 3' lobster boat *Junaro*. The boat is powered by a 115 hp. Chrysler crown engine with 1.43:1 reduction, swinging a 17 x 12 Columbian propeller.

Rich and Grindle of Southwest Harbor recently launched a lobster boat for Ralph Phippen, also of Southwest Harbor, which is powered with a 65 hp. Lathrop Engine.

Several Boats Equipped with Loran

RCA Loran has been installed by Hunter Machine Company on the following Rockland boats: *Eagle*, *Dorothy & Ethel II*, *Aloha*, *Helen Mae II*, *Althea Joyce*, *Flo*, *Ethel C.*, *St. George*, *Eugene H.* The Virginia boats *Ocean Spray*, *Kathleen and Mary*, and *Isaac Bass*, which have been fishing out of Rockland during the Summer, also have been equipped with Loran.

General Seafoods Shipyard Busy

Repair activities are keeping sizable crews busy at the General Seafoods Shipyard in Rockland this Fall. Several craft of the Company's own fishing fleet were in various stages of overhaul the middle of September preparatory to the Winter season, including the *Breeze*, *Wind*, *Surf*, and *Crest*. Repairs to the dragger *Eugene H.*, which was damaged by fire recently, were nearly completed at that time.

Huge Sea Turtle Caught at McKinley

Tangled up in five lobster traps, a sea turtle weighing between 500 and 600 lbs. was captured off McKinley September 19 by Samuel and Morris Young. The turtle was 6½' long, 33" wide and 2' tall.

Marine Fisheries Director Reappointed

Francis W. Sargent of Orleans, Mass., has been reappointed director of the State Division of Marine Fisheries for five years by Governor Bradford. Named to the organization's advisory board were Frank H. Parsons of New Bedford, head of the Acushnet Fish Corp. and a wholesaler in the port for 11 years; and Bernard C. Collins of Eastham.

Boston Trawlers Make Longer Trips

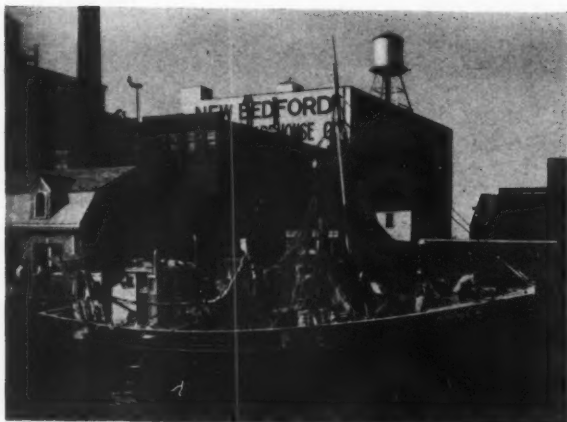
In an effort to offset the light receipts of fish which have prevailed at Boston for the last several months, many of the trawlers will make longer trips. The large trawlers have been remaining on the fishing banks for 10 days at a time with 2 days allowed for making the run to and from the grounds. Under the new plan, the boats will stay on the banks for about 15 days.

Smaller Dragger Bringing in Tuna

Some of the smaller Boston draggers have been landing tuna in addition to their regular fares recently. The *Josie M.* landed 46 of the fish on September 17, which she sold for about \$200.

Haddock Catch Largest

Haddock ranks as the number one New England fish in terms of quantity caught and popularity. In 1947, more than 100 million lbs. of fresh haddock were brought in to the Boston Fish Pier. The haddock totals were higher than the combined totals of all other fresh fish landed by Boston fishermen. In the first eight months of 1948, 53% of the catch was haddock, virtually the same percentage as in 1947.



The "Lainee K." of New Bedford, Mass., owned by Knute Knutson, and recently repowered with a 150 hp. Murphy Diesel.

New Bedford Pays Tribute To Men Lost at Sea

The Second annual memorial service for New Bedford fishermen lost at sea during the past year was held at Marine Park, New Bedford, September 19, with several hundred persons in attendance. A feature of the observance was the dropping of flowers on the water by a plane, in addition to the traditional throwing of bouquets into the water by the land gathering.

Five men were memorialized. They were Gilbert Hallett, lost from the *Sea Hawk*; Gilbert Selig and Charles Demanches of the *St. Anthony*; Delmon J. Fifield of the *Mary Canas*; and Gaspar Silva of the *Sister Alice*.

Scallop "Connecticut" Sinks

Capt. William A. Allison of New Bedford and a crew of 9 men were saved September 21 when the 60' scalloper *Connecticut* sank in 104' of water off Gay Head. The 4-year-old vessel, leaking badly, was being towed into New Bedford by the scalloper *Shannon* when she capsized. Salvage is to be attempted.

Shellfish Warden Appointed

August Louis was named to the position of New Bedford shellfish warden by Mayor Arthur N. Harriman, October 1. Authorization for the appointment was voted by the City Council late in September, and an appropriation was provided to pay the warden for the remainder of the year.

One hundred fifty licenses costing \$5 each had been issued to commercial fishermen as of October 1 for the taking of bay scallops in the New Bedford area. The limit is five bushels per license daily.

Changes in the Fleet

Capt. Michael B. Smith's 98' fishing vessel *Noreen I*, which recently was reconverted at Rockland, Me. following Naval service and is now known as the *Redstart*, made her first trip early this month. Captain Smith's 98' *Noreen II*, now known as the *Noreen*, and his 98' *Junojaes*, also fish out of New Bedford.

Hervy E. Tichon of Tichon's Fish and Fillet Corp. has sold the 80' scalloper *Pelican* to Ben Olsen of Fairhaven.

Two Vessels Equipped with Depth Finders

The 100' dragger *Alice J. Hathaway*, owned by Joseph Theberge of Fall River, recently was equipped with a Submarine Signal Fathometer. The work was done at Peirce and Kilburn Corp., Fairhaven. The *Malene and Marie*, owned by Tharald Drivdahl of New Bedford, also was furnished with a Submarine Signal Fathometer recently.

A total of 29 New Bedford vessels had installed Loran direction-finding equipment at the last official count. An accurate

and up-to-date chart being prepared by the Coast Guard Geodetic Survey and expected to become available about January 1, will facilitate the use of this equipment.

Building, Outfitting and Repairing

A 68' x 17' wooden dragger is under construction in Fairhaven for Capt. Edward Sanchez of New Bedford. She will replace the *Smilyn*, a Sanchez dragger lost recently, and will have a fish hold capacity of 65,000 lbs. The vessel was designed by Albert Condon of Fairhaven, and is being built by her owner and a crew of workmen on a strip of land rented from Hathaway Machinery Co., Fairhaven. Capt. Sanchez hopes to launch the vessel from Hathaway's, which will outfit her, in January.

Peirce and Kilburn Corp., Fairhaven, have had the 92' *Mary and Joan*, owned by John H. Seaman and Herman Saunders, up for a complete overhaul and paint job. The yard has painted the 92' *Wamsutta*, owned by Alexander Smith, furnished her with new sheathing and done major engine work. Also up in September was the 94' *Mary J. Hayes*, owned by Capt. John G. Murley and William Hayes, which was painted, furnished with new sheathing and had general pre-Winter work done.

Palmer Scott and Co., Inc. have completed a general overhaul on the *Damaris IV*, Massachusetts fisheries police boat based in New Bedford. The same yard has converted the 60' scalloper *Charlotte* to a dragger for George Stebbins of Hartford, Conn. The vessel fishes out of New Bedford as well as from ports in her home State.

The North Carolina fishing vessel *Mary Jane*, a converted sub-chaser, was at Hathaway's in September for installation of Hathaway hoists and gallows frames. She will fish out of Gloucester.

"Lainee K." Repowered

The New Bedford dragger *Lainee K.* has been repowered with a new 150 hp., 6 cylinder, 6 x 6½ model ME-150 Murphy Diesel. The engine is fitted with Sperry hydraulic control and turns a 44 x 35 Columbian propeller. A new Hathaway winch also was put aboard. The equipment was installed by J. H. Westerbeke Corp., Boston. Owned by Knute Knutson of North Dartmouth, the vessel is skippered by Capt. Pat Davis, while Gus Kraby is engineer.

Connecticut Scallop Season Opens

Stonington scallopers had their boats and gear ready for the opening of the season on October 1. This year for the second time power dredging will be permitted up as far as the railroad bridge in Stonington Harbor. The legal take for a day's dredging remains at 15 bushels, and scallopers are prohibited from the anchor area in the upper Harbor and the moorings farther down the bay.

Stonington draggers still were bringing in an occasional swordfish the middle of September. Bill Roderick on the *Rita* and the *William Chesebrough* under Jimmy Henry each got one the week of September 13. None of the swordfish are running very large this year, the majority of them weighing about 325 lbs. dressed.

Delaware Issues Report on Oystering

In its annual report to Governor Walter W. Bacon for the fiscal year ending June 30, the Delaware Commission of Shell Fisheries revealed that approximately 600,000 bushels of seed oysters were taken from the Delaware Bay during the season which opened on May 3 and closed June 4. The private beds of the State produced approximately 500,000 bushels of market oysters which sold at an average price of \$2.50 per bushel. About 100,000 bushels of seed oysters were taken from the rivers of the State, including the Leipsic, Mispillion, Murderkill and St. Jones.

The season for the taking of seed oysters was cut to five weeks this year, and some beds were closed after three days of dredging. A survey showed that a few seed areas were practically worthless because they were covered with mud and grass, and a part of these beds were cleaned with satisfactory results.

MORE TRAWLERS AND DRAGGERS

IN THE ATLANTIC FLEET

USE IMPERIAL MOTORS AND GENERATORS

THAN ANY OTHER MAKE

Fifty-nine years of specialized experience is behind every Imperial Marine Motor and Generator produced. Their increasing use on all types of fishing craft is convincing assurance that they are engineered to give equally satisfactory service on your vessels.

Specify Imperial Marine Motors and Generators for original equipment and replacement, or write us about your needs.

THE Imperial ELECTRIC CO.

AKRON, OHIO

QUALITY SERVICE
RIGHT PRICES
COURTEOUS TREATMENT

Imperial

SINCE

1889

Virginia Gillers Making Good Catches on Western Shore

Tangier gillers report that this season is one of the best in years, and are doing well on all of their gilling grounds. They are catching Norfolk spot by the hundreds in the mouth of the Wicomico River, on the Western Shore of Virginia. Capt. Smith Pruitt caught 800 spot in this area one night recently, and Capt. Peter Dise took 1900. The average catch in these waters, however, is about 600.

The gillers working Pocomoke and Tangier Sounds are not doing as well, but they are catching a greater variety of fish in their nets. Capt. Bates Landon took 90 spot, 6 trout averaging 2½ lbs., and 6 croakers in Pocomoke Sound one night recently; and on the same night, in Tangier Sound, Capt. John Crockett caught 60 spot and one 4-pound bluefish.

Begin Hydrographic Study of Chesapeake

Organization of the Chesapeake Bay Institute for the purpose of conducting a hydrographic and biological study of the Bay and its tributaries is underway, and studies already have begun at the Virginia Fisheries Laboratory at Yorktown. Virginia, Maryland, and the Office of Naval Research in Washington each contributed \$30,000 for the first year of the 5-year study. In the past, fisheries problems have been studied principally from the standpoint of the fish, but the new project will allow study of the waters in which the fish live.

The Institute is being organized by the Virginia Fisheries Laboratory, the Chesapeake Biological Laboratory at Solomon's Island, Md., and the Office of Naval Research, in cooperation with Johns Hopkins University in Baltimore.

Seine Code to Be Tested

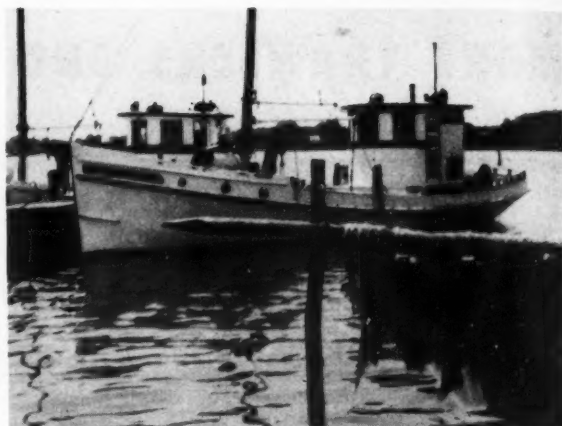
A test of the constitutionality of Section 3303 of the Code of Virginia is expected in a recent appeal to Westmoreland County Circuit Court from a lower court decision in which the defendant, a non-resident of the County, was fined \$500 for having haul seined in the area. The section under question stipulates that restrictions on the use of gill nets and seines in the Potomac River shall not prevent bona fide residents or citizens of the counties bordering on the River from fishing the shores they occupy.

Oysters Plentiful in Potomac

The oyster season opened September 15 in the Potomac River, and the bivalves are reported to be in better supply than for several years. Packing house operators are paying the oystermen from \$2 to \$2.50 a bushel.



The 65' menhaden boat "J. K. Gillikin" owned and skippered by Capt. J. K. Gillikin of Marshallberg, N. C. She is painted with Pettit paint and equipped with a 60 hp. Fairbanks-Morse Diesel using Esso lubricating oil, Columbian propeller, Willard batteries and Columbian rope.



The 58' crab dredger "Alice Glenn" owned by O. R. Mills Fisheries, Seaford, Va., and skippered by Capt. O. R. Mills. She has a capacity of 15 tons and is equipped with a 165 hp. Gray Diesel and Willard batteries.

Oyster tonging started October 1 in the Rappahannock River. A number of Tangier watermen are working this area, including Winifred, Alden, and Willie Parks.

Hampton Holds Seafood Festival

The City of Hampton held its first annual National Seafood Festival September 16 and 17, under the sponsorship of the Junior Women's Club. The program included boat races, a tour of the packing houses, a crab feast, an oyster roast, a clam-bake, a seafood parade, coronation of a queen, and a festival ball.

Fisheries Airplane to Patrol at Night

The Commission of Fisheries airplane is being equipped for night patrol, and will work in cooperation with the regular boat patrol in the different sections of the State. The Commission expects, with the airplane night patrol, to further curtail violations of the fisheries laws.

Hampton Roads Area Landings

Landings of fish in the Hampton Roads area for the month of September totalled 1,890,000 lbs., showing a drop of 584,000 lbs. from the August catch but a gain of 506,000 lbs. over production during September, 1947. Croaker, with 803,000 lbs., was landed in the largest volume, followed by sea trout, with 514,000 lbs.; and spot, with 258,000 lbs. The spot take was more than twice as large as that of the same month last year.

"Albatross" Completes Bank Census

The Fish & Wildlife Service's fishery research vessel *Albatross III* was scheduled to make one more trip about September 29 to complete the first census of the fishery resources of Georges Bank. By studying the population size and the birth and death rates of such fish as haddock, redfish, herring, cod, and the flounders, the Service hopes to discover how New England fishermen can produce more food from the sea.

The *Albatross III* has made nine voyages in the North Atlantic—investigating the stock of fish on New England's fishing banks, measuring hydrographic conditions on the banks which affect fishing, studying the effect of otter trawling on the productivity of the banks, testing improved methods of handling and preserving fish, and working on the selectivity of fishing gear and the design of trawl nets to save small fish.

During September, the vessel also made a demonstration trip southeast of No Mans Land with a group of observers aboard including a number of scientists. Among the guests were men from the Harvard Medical School, the Universities of Virginia and Michigan, the Marine Biological Laboratory, Woods Hole Oceanographic Institute, the Fish and Wildlife Service, Atlantic States Marine Fisheries Commission, U. S. Public Health Service and the fishing industry.

**"I go to sea to fish, not to
mess with the engine, and
fishing is what we do with
'Caterpillar' Diesel Power."**

Capt. Spurgeon Borden



The Victor Mavar, 55'6" long, 16'8" beam, is powered by a "Caterpillar" Diesel D13000 Marine Engine, turning a 40" x 32" propeller.



THE skipper of the *Victor Mavar*, shrimp boat working out of Biloxi, Mississippi, speaks for fisherman everywhere. You can't do a profitable day's fishing while you're tinkering with a cranky engine. "Caterpillar" Diesel Marine Engines are built to deliver their full rated horsepower for days on end — or throttle down to slow trolling speed without faltering. They don't quit when the going is

tough. They stay on the job and let you stay on yours.

General Manager Sam Mavar of Mavar Packing Co., owner of the fleet, backs up Capt. Borden's statement. He says:

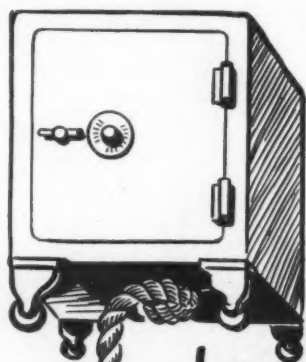
"I like 'Caterpillar' Diesels because they take you out and bring you back without a lot of fixing. They're the best engines we've ever had."

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

Marine Engines



Strong NEW BEDFORD dependable rope for every job

NEW BEDFORD rope stands up under any job it's called upon to handle.

Composite treatment sheathes each fiber of NEW BEDFORD against weather — prevents rotting, drying, moisture absorption. Research and scientific control during the processing of the pure manila fiber assures extra strength, extra ability to take punishment.

Strong NEW BEDFORD is available for every use—in oil fields, at sea or in the mill—wherever good rope is needed. Specify NEW BEDFORD for all your jobs.

Write NEW BEDFORD for your copy of booklet, "Knots and How To Tie Them"



**NEW BEDFORD
CORDAGE COMPANY**

233 Broadway, New York 7, N.Y.

4347

Maryland Fisheries

(Continued from page 15)

croakers, striped bass and menhaden with croakers making up the bulk of the catch.

Another general type of seafood found in the Chesapeake is the famous Chesapeake Bay oyster. This has long been a backbone of commerce for the Chesapeake and there are two primary methods being used in its exploitation. They are dredging and tonging.

Operation of Dredges and Tongs

Dredging is done by the use of large sailboats, motor power being specifically forbidden in the conservation laws of Maryland. The sailboat is manned by six to eight men and operates two dredges. These dredges are made in the shape of a triangle with teeth at the bottom to break the oysters loose and a bag dragging behind to catch them. When the bag is full, the dredge is hoisted aboard by means of power winders and the catch is emptied on deck. The dredge then is lowered and the operation continued. One dredge is always on bottom while the other is being raised and emptied. Once the oysters are on the boat, they are culled by a group of men on what is known as the middle deck.

Tonging may be done in a small boat by one man, although two men ordinarily work together in this method of catching oysters. These men go out on the natural rocks of the rivers and close in shore on the Bay since tonging cannot be accomplished in over 25' of water. One man operates the tongs while his partner does the culling. The tongs consist of two large shafts fastened together in a manner similar to the blades of scissors. On one end of these shafts are teeth with a small receptacle for the oysters, making up the catching part of the tongs.

Catching the Blue Crab

The crustacea is represented by the Chesapeake Bay blue crab, considered by many as the most succulent delicacy that comes from these waters. There are four general ways employed to catch crabs in the Chesapeake, of which, the trot line, used for taking hard crabs only, catches far more than the other three combined. The trot line, buoyed and anchored on both ends, consists of a single line from a quarter to a full mile in length with bait, ordinarily a salt eel, tied in at each six feet and no hooks or any other method of entrapping the crab. After the line has been baited and laid on the bottom, the crabber hooks it over a roller on an arm projecting from the side of the boat. This arm raises the line out of the water as the boat moves from buoy to buoy.

The crabber directs his boat from the bow and stands there with a small net in hand. As the line gradually is picked up, the crab hangs on to his bait and comes clear out of the water to be dipped off by the crabber and placed in a barrel.

The second most widely used method of crabbing is dip netting. The dip net is merely a small hoop net on the end of a handle similar to a broomstick. This method is used mostly for catching soft crabs and peelers along the shore. A person wades or pushes a boat along the flats where the water is very little over knee depth. He pushes his net through the grass and in this manner catches soft crabs and peelers. The few hard crabs that are caught usually are allowed to get away.

The third type of net used in the Chesapeake is a drag net which is really a small edition of the haul seine. Two men pull the drag net, which is only 8' or 9' long, through the grass of the flats. This is used only where the water is very shallow and each drag may net a dozen or more soft crabs and the same amount of peelers, depending upon conditions at the time.

The fourth type of device for catching crabs in the Chesapeake is the crab pot, a trap which is baited in the center and set in extremely deep water for the large male crabs. This pot is square and has four small apertures or openings near the bottom. These are made in an inverted funnel form so that the crabs have easy access but find it extremely difficult or impossible to get out. At certain times of the year, when there are many hard crabs in the deeper waters of the Bay, these pots are found to be very effective. However, they can be used only in very limited waters of the Chesapeake and for this reason, make up very little of the total catch of the Bay.

THAT RUMOR . . .

. . . Ted Granger started last month. We can't deny it. Pretty soon we'll be able to take the wraps off a mighty interesting engine.

Just as Ted said, it's a new version of our old reliable $8\frac{1}{2} \times 10\frac{1}{2}$. No streamlining, though. You don't need streamlining down in the engine room where Wolverine Diesels do their work.

We've been working on this a long time. Next month we'll have pictures of it, and then we'll give you all the dope. Meanwhile, just remember that heavy-duty plugging year after year, with maintenance costs that help put your operating statement 'way into the black, have earned the Wolverine Diesel an enviable reputation as

THE WORKHORSE OF THE FISHING FLEETS

Write Department AF1048

WOLVERINE MOTOR WORKS, Inc.

Johnson's Creek • Bridgeport 2 • Connecticut • USA

They're Right Smart Hooks Mr. Skipper!

With points sharp as needles and bends and shanks that are sturdy and strong. They'll hold your catch and help you bring it safely in. That's what

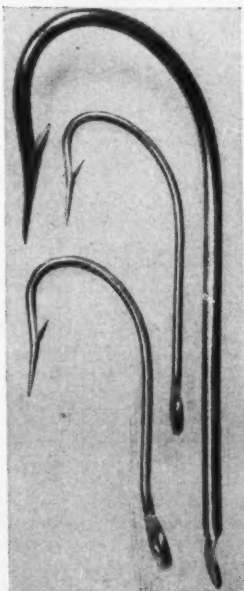
MUSTAD
Key Brand FISH HOOKS

are actually "created" to do. The patterns at the right are "old reliables" and there is a wide variety of other patterns to choose from. See your fishing supply dealer.

O. MUSTAD & SON
(Est. 1832)
OSLO NORWAY

Sales Agents
Ed. W. Simon Co., Inc.
320 Broadway, New York

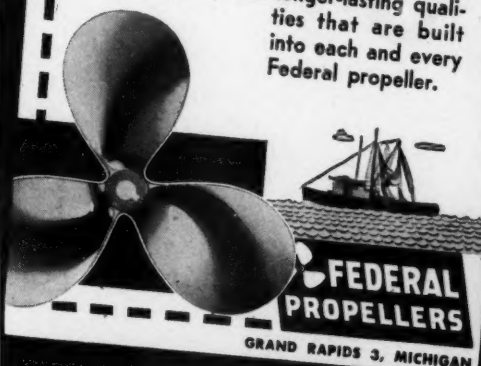
The Mustad-Halibut, Mustad-Limerick and Mustad-Gravitation Hooks are shown below.



A GOOD ENGINE DESERVES A GOOD PROPELLER

SWING

It makes little difference how fine an engine you have if you employ an inferior propeller. Give your engine a chance to deliver with full effectiveness — slip on a Federal Wheel next time you pull out and get the extra push, fuel economy and longer-lasting qualities that are built into each and every Federal propeller.





Captain Albert S. Hutchins
Kennebunkport, Maine

CAPTAIN HUTCHINS Increases His Catches With FATHOMETER* JR.

"The Fathometer Jr. on my boat, the *"Clipper"*, helps me find the best fishing grounds and increase my hauls. It also is a great navigational help in heavy weather."

*Reg. U. S. Pat. Off.



Fishing Captains in all waters constantly report that Fathometer quickly pays for itself by helping them catch fish faster. You, too, can profit from users' experiences by installing a Fathometer on your vessel. Besides improving your catch, Fathometer bottom navigation will get you back to port regardless of the weather... fog or storm. It will protect your boat and crew by warning you of shoals, reefs and water-covered obstacles. Investigate this fish-finding, money-making Fathometer. Rush the coupon below for full particulars.

Use
this
Coupon

SUBMARINE SIGNAL COMPANY

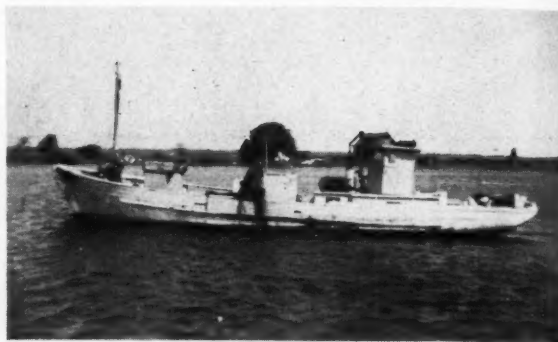
160 Washington St., No., Dept. 455 Boston 14, Mass.

Gentlemen:

Please send me full details concerning
Fathometer Jr. ☐ Your larger Fathometer ☐

Name

Address



The 60' oyster boat "Samuel C. Jacoby" owned and operated by Capt. John Du Bois of Leesburg, N. J. She is equipped with a 141 hp. Chrysler Royal gasoline engine.

NEW JERSEY

Cape May Party Boat Fishing Good

Party boat fishing was good in all sections of Cape May County early in September, with large catches of porgies, a fair run of bass and an increased number of flounders. Private boat owners reported good blue and albacore fishing, and Delaware Bay areas were yielding good weak and some king and croaker catches.

September 5 was the biggest day this year for party boats from Townsend's Inlet. Capt. Pratt Cramer's *Captain Cramer*, Capt. Frank Schlauer's *Evalaine*, and Capt. William Schaudt's *Ada May* returned that day with a total of approximately 8,000 lbs. of fish between them. Two men fishing from Harry Countiss' boat landed more than 150 lbs.

Chestnut Doing Oyster Research for N. C.

A. F. Chestnut, formerly connected with the New Jersey Oyster Research Institute at Bilvalve as a shellfish biologist, has taken up oyster research duties with the Institute of Marine Fisheries at Morehead City, N. C.

Ask Dredging of Stone Harbor Basins

A resolution requesting the Navigation Division of the Department of Conservation to dredge the entrances to all Stone Harbor basins as well as to remove at least a portion of a large sand bar which is rapidly forming in Great Channel, has been unanimously adopted by the Borough Council. The resolution is backed by a detailed survey which lists every pleasure craft, commercial vessel, business enterprise and fishing boat located upon the basins, and shows a continual increase in the use of the various basins. It was pointed out that the mouths of the basins fronting on Great Channel are rapidly closing, and that unless something is done it soon will be impossible to use these waterways.

Boatmen Warned of Obstruction

Wildwood boatmen were advised on September 23 to stay clear of the area about one-half mile from the Cape May east jetty light, where a 12' mast of a wooden lighter extends above the water. The Coast Guard has established a buoy to mark the obstruction, and masters of vessels are cautioned to pass the site of the wreck with care.

Joseph N. Fowler

Joseph N. Fowler of Port Norris, one of the leading oyster growers and dealers on the Eastern seaboard, died October 4 at the age of 70. Mr. Fowler organized and headed for many years the Maurice River Cove Oyster Growers and Dealers Association, was a past director of the Oyster Growers and Dealers Association of North America, and a member of the Oyster Institute of North America. He had served on the Board of Shell Fisheries in New Jersey since 1915 as a member, president, and finally as its director, and was long regarded as one of New Jersey's foremost experts on shellfisheries.

HATHAWAY'S

Has the Most Complete Stock Available

BRONZE AND MONEL PROPELLER SHAFTS

SIZES 3-4 in. to 6 in.

LENGTHS 8 ft. to 20 ft.

HATHAWAY FLAX PACKED STERN BEARINGS AND INSIDE STUFFING BOXES

GOODRICH CUTLESS RUBBER BEARINGS

PROPELLERS IN ALL SIZES

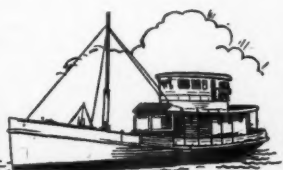
10 inch To 60 inch

HATHAWAY MACHINERY COMPANY, INC.

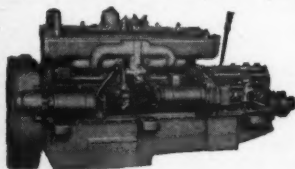
Mail - BOX 71 FAIRHAVEN, MASS.

Tel. NEW BEDFORD 57891

**FASTER
TRIPS
BIGGER
HAULS**



**Red Wing
MARINE ENGINES**



**Hiawatha
Special
58-90 hp.**

L-head, 6 cyl., 4 in. bore
x 4 1/4 in. stroke, 320 cu.
in. displ. Speeds 1500 to
3000 rpm.

Speedy, rugged, compact, dependable, profitable—

7 Gasoline Models: 7 hp. to 140 hp.

3 Spark Diesel Types: 42 hp. to 140 hp.

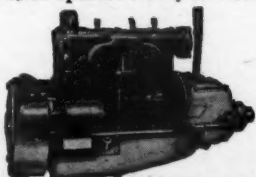
NEW Full Diesel 65 hp. at 1900 rpm for steady service.

"ARROWHEAD"

25-45 hp., 4 cyl., 3 1/2 in. bore,
4 1/2 in. stroke, 186 cu. in.
displ., 1000-2000 rpm.

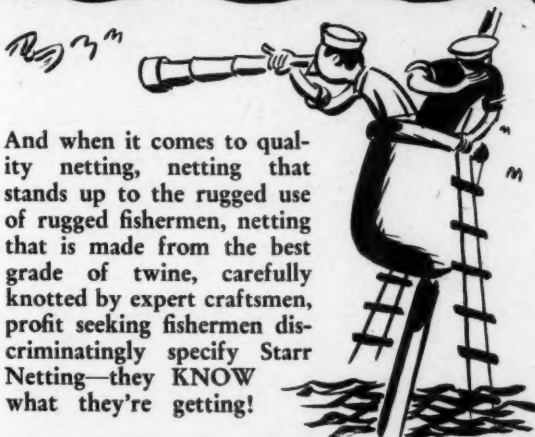
"ARROWHEAD JUNIOR"

20-40 hp., 4 cyl., 3 1/4 in. bore,
4 in. stroke, 133 cu. in.
displ., 1000-3000 rpm.



RED WING MOTOR CO., RED WING, MINNESOTA

HERE AND THERE—
NEAR AND FAR—
FOR QUALITY NETTING—
THE ANSWER IS **STARR**



And when it comes to quality netting, netting that stands up to the rugged use of rugged fishermen, netting that is made from the best grade of twine, carefully knotted by expert craftsmen, profit seeking fishermen discriminatingly specify Starr Netting—they KNOW what they're getting!

STARR NETTING — STAR PERFORMANCE

A. M. STARR NET CO.
EAST HAMPTON . . . CONN.

**"IDLES PERFECTLY,
YET PLENTY
OF POWER
FOR
DRAGGING"**

— Says John Sanders
of Islip, L. I.

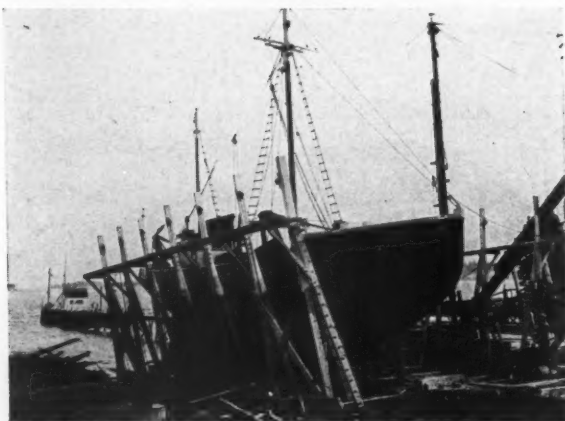
The owner of the drag
boat "Sarah Thomassen"
gets power and profits from
its hard-working "Caterpillar"
Diesel D13000 Engine.

Many are the skippers who
boost their fishing profits by using
low-cost "Caterpillar" power, along
with the time-saving service of the
H. O. Penn Machinery Co.

"CATERPILLAR" DIESEL

H. O. Penn Machinery Co.

NEW YORK, N. Y. MINEOLA, L. I. POUGHKEEPSIE, N. Y. NEWINGTON, CONN.



Dragger "Richard J. Nunan" on our 600 ton Railway

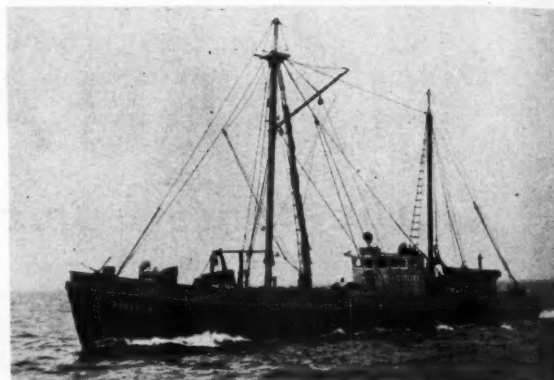
COMPLETE REPAIR FACILITIES

Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, etc. Your entire job can be done quickly in our yard by experienced men.

FRANK L. **SAMPLE** JR., INC.

Shipbuilders

BOOTHBAY HARBOR, MAINE



The 110' trawler "Robert E", a former subchaser, owned and skippered by Capt. Richard L. Edwards of East Hampton, N. Y. She is painted with International paint and equipped with 330 hp. General Motors Twin 6-71 Diesels, Sperry automatic pilot, Columbian propeller, Ederer nets and Hathaway winch.

Long Island Seed Clams Being Transplanted

The New York Conservation Department opened Islip Cove on October 4 to the removal of hard clams for transplanting purposes. The Cove was to be open through the sixteenth, but no clamming was to be permitted on the intervening Sundays.

In past operations of this nature, individual shellfish bed owners have transplanted their own catch, and the Department has advised that this practice will be continued. All wholesale dealers and bed owners are eligible to purchase clams from the diggers provided the clams are planted on their beds daily.

Islip Cove is generally known as that section of Great South Bay between Bayberry Point at Islip and Lawrence Creek at Bay Shore. Shellfish taken from the area and transplanted in certified waters eventually cleanse themselves, and are thence saleable for public consumption.

An order for 400 bushels of seed clams at \$2.50 per bushel was approved the week of September 27 by Supervisor William F. Wolter of Babylon, as the Babylon Baymen's Association proceeded with annual seeding operations under the direction of Bay Constable Joseph Truhan. The Baymen's Association was given the seeding job after its president, William Nelson, had asserted that the Town wasn't using the \$1,200 budget item set aside for the purpose.

Catches Barracuda, King Mackerel

James Davis of Greenport recently caught a barracuda, a southern fish which is rarely found in northern waters, in his fish traps in Peconic Bay. Mr. Davis also caught a large number of king mackerel averaging from 10 to 15 lbs.

Scallops Scarce but in Good Condition

Scallops are scarce this Fall, despite the fact that the opening of the season was delayed for two weeks in order to give the bivalves a longer time in which to grow. The catch so far has averaged only about two to three bushels per boat, but those scallops which have been dredged up are in excellent condition. The law limits the catch to ten bushels per man or fifteen bushels to two men.

"Ethel A." Lands Biggest Tuna

The biggest tuna caught so far this year by a Freeport party boat was that brought in recently by Capt. Charles Kopel of the *Ethel A.* (Freeport Boatmen's Association). The fish weighed 502 lbs., which topped Capt. Wally Cooper's (*Early Bird*) by 2 lbs.

"Gud Kay" Changes Hands

The 60' New York dragger *Gud Kay*, formerly owned by R. C. Reid of Springdale, Conn., has been sold to Abe Schnap and Mrs. Estelle Reiders of New York City.

North Carolina Issues New Fish and Shellfish Rules

Rules and regulations passed at the meeting of the Board of Conservation and Development at Morehead City recently include the following pertaining to commercial waters: No. 72 (amended) provides that it shall be unlawful to haul nets with power boats within 1,000 yards of either side of Roanoke Sound Bridge between June 1 and September 1 of each year; No. 159 (amended) provides that it shall be unlawful for any person, firm or corporation to take or catch shrimp with trawl nets from 8 P.M. until 4 A.M., or on Sundays; No. 171 provides that it shall be unlawful to haul nets with power boats, or nets of any kind exceeding 400 yards in length in that part of Roanoke Sound within the following boundaries: beginning at Baum Point and running northeast 900 yards to a stake; thence northwest one-half west, 1,850 yards to a stake; thence northwest by west three-quarters west 1,300 yards to a stake; thence southwest 500 yards to the shore.

Shellfish rules and regulations which were passed include the following: No. 91 (amended) provides that it shall be lawful to dredge oysters with power boats in the Neuse River, Bay River, Jones' Bay, Middle Bay, Mouse Harbor, Pamlico River, Rose Bay, Deep Bay, Swan Quarter Bay, Juniper Bay, East Bluff Bay, West Bluff Bay, Wynsocking Bay, Great Island Narrows, Cedar Island Bay, Tournagain Bay, Long Bay, Point of Marsh, Pamlico Sound and North of Long Shoal; No. 109, Section V (amended) provides that before digging or taking any oysters the owner of each power boat of a length of more than 25' shall obtain a license for which he shall pay the sum of \$15 and shall pay a license fee of \$7.50 for each power boat of an overall length of 25' or less. A license fee of \$15 shall be paid for each sail boat irrespective of length.

Several Oyster Leases Granted

John A. Nelson, North Carolina Fisheries Commissioner, recently granted leases for oyster bottom in Brunswick County to the following: Woodrow Horne of Shallotte, 1.5 acres located in Crooked Creek; W. D. Clifton of Shallotte, 1.8 acres located in Teagues Creek; J. S. Clifton of Shallotte, 1.7 acres located in Cooter Creek; C. R. Coleman of Shallotte, 4 acres located in the left hand prong of Clayton's Creek; D. T. Ward of Shallotte, 6.4 acres located in Blaines Creek; Liston Thomas of Shallotte, 2.2 acres located in Middle Ground Shore of Dead River; J. W. Ray of Shallotte, 3.6 acres located in Hungry Hole; and E. N. Morse and B. M. Cox of Shallotte, 1.7 acres located in Crooked Creek.

New Method for Getting Gels from Seaweed

Dr. Harold J. Humm, director of Duke University Marine Laboratory, Beaufort, returned recently from Newfoundland where he spent a month investigating seaweed resources on behalf of the Newfoundland Government. Dr. Humm's process of extracting gels from certain Atlantic Coast seaweeds has been patented, opening up vast new commercial possibilities for use of the product. The gel extracted in the new process forms substances called agar of equal or greater strength than commercial gel now used. It is unique in that the strength of the gel can be controlled by the concentration of the extractive and the amount of salt used.

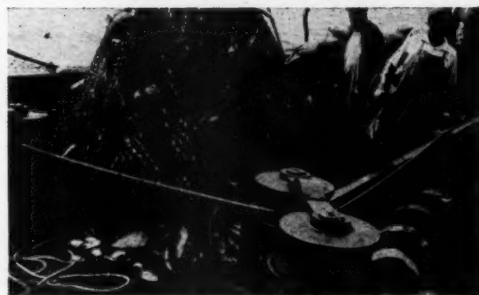
So. Carolina Adopts Reciprocal Shrimp Fishing Agreement

South Carolina and Florida have opened wide barriers to shrimping by their recent adoption of a reciprocal shrimping agreement. This agreement, in addition to those already existing between South Carolina and the States of Georgia and North Carolina, will permit South Carolina licensed trawlers to operate in three other States besides their own.

The agreement reads in part: "Any resident of the State of South Carolina (or Florida) may catch and take from the marginal sea within the territorial boundaries of the State of Florida (or South Carolina) shrimp and prawn, and for this purpose may use and employ any boat or boats which shall be duly licensed under the laws of the State of Florida (or South Carolina)."

FISHING EQUIPMENT

for all sizes of
Dragners and Trawlers



Distributors for

GRIMSBY Trawl Nets & Fittings
WALL and PLYMOUTH Ropes,
Twines, and Pot Warps
AMERCOAT Anti-Fouling
Paint and Plastics
ROEBLING Wire Ropes
DANFORTH Anchors

Complete Line of Marine Hardware

WESTERBEKE FISHING GEAR CO.

279 Northern Ave., Boston, Mass.

Branch Store and Warehouse at Gloucester



This book shows how
to cut cost—reduce
spoilage with top-icing

Save money and time, and help save food, by top-icing fish, oysters and other seafood, in holds or in shipment, with snow-ice. Seaboard operator reports icing time cut 50%; 15% shipping space saved, labor costs reduced, and less spoilage since installing Link-Belt Ice Crusher-Slinger.

In several sizes; electric or gasoline powered; stationary, truck or portable mountings. Ask for Book No. 2261.

LINK-BELT COMPANY
2410 W. 18th St., Chicago 8, Ill.



LINK-BELT ICE CRUSHER-SLINGER

EDERER NETTING

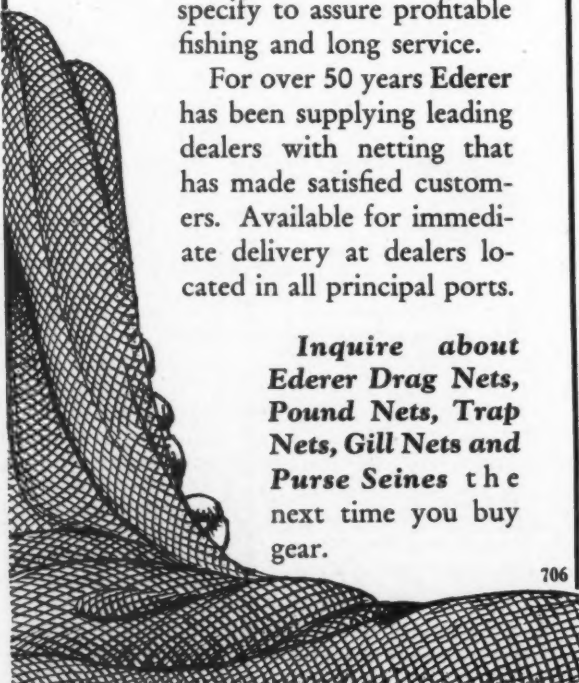
Foremost in QUALITY

for over 50 years

Atlantic Fishermen know from past experience that Ederer Netting is the finest grade money can buy—Because Ederer Netting is made from the best grade twine, woven into strong, durable nets under the guidance of expert craftsmen with the aid of the latest type machinery, and thoroughly inspected to assure our customers of strongly tied knots and flawless netting. The mesh and selvage are made just as you specify to assure profitable fishing and long service.

For over 50 years Ederer has been supplying leading dealers with netting that has made satisfied customers. Available for immediate delivery at dealers located in all principal ports.

**Inquire about
Ederer Drag Nets,
Pound Nets, Trap
Nets, Gill Nets and
Purse Seines the
next time you buy
gear.**



706

EDERER

R. J. EDERER CO.
540 ORLEANS ST.
CHICAGO, ILLINOIS
GLOUCESTER, BILLOXI

EDERER INC.
UNITY & ELIZABETH STS.
PHILADELPHIA, PA.
BALTIMORE, MIAMI

Florida Scientists to Study Sponge Beds, Red Tide

A team of scientists has begun a six or seven weeks' cruise into the Gulf of Mexico to probe deeply into depleted sponge beds, and the destructive red tide that killed millions of fish last year.

Dr. F. G. Walton Smith, a director of the University of Miami marine laboratory, said the expedition left Tarpon Springs aboard the sponge diving vessel, *Kremostos*. It is sponsored by the State Board of Conservation, and was planned at the request of Conservation Supervisor J. T. Hurst of Tallahassee.

New sponge grounds will be sought within the 22-fathom line from the Dry Tortugas northwestward to Mobile, Ala. Sponge beds in the Gulf and Bahamas were hard hit by an underwater plague that killed many thousands of sponges in 1939-40.

Charles Dawson, fisheries technician and oceanographer, and James Tierney, marine biologist of the University's laboratory, will collect the sponge and red tide data which will be coordinated and analyzed under direction of Dr. Robert Williams, oceanographic scientist.

The scientists will collect chemical and other data to further the red tide investigation begun in January, 1947. This work is continuing in collaboration with the U. S. Fish and Wildlife Service.

Seek Congressional Aid

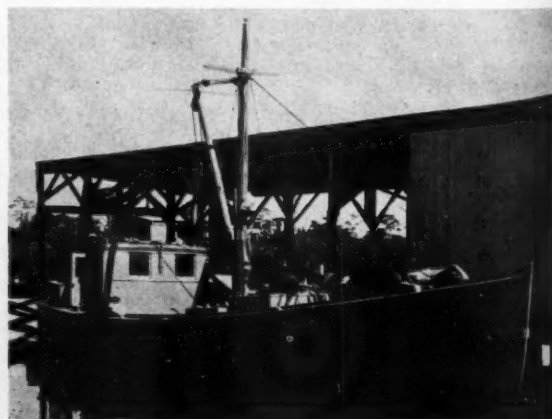
A special committee, representing 150 boat captains and divers, has made plans to bring Florida members of Congress to Tarpon Springs to study first-hand the critical problem of the sponge industry. On the committee are City Commissioner George Cladwakis, Gimos Angelis, George Frantzis and John Donatos.

Net Fishermen Recommend Lighter Nets

Horace R. Bird, Madeira Beach, acting secretary of the Pinellas County Gill Net Fishermen's Protective Association, states that this organization represents a majority of the net fishermen of Pinellas county, and wishes to conserve the supply of food fish.

A Bill has been drawn up and will be submitted to the Legislature at its next session in April. It is worded so that it will eliminate the bad features of net fishing, and also make it possible for legal action to be taken against violators of its rules. One clause of the Bill stipulates that 9-strand, 20-thread cotton twine or 3-cord, 14-linen twine, or smaller, be used for net fishing in inland waters.

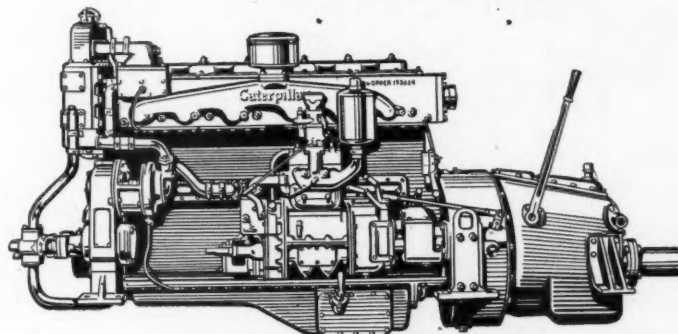
This group of fishermen is interested in getting a ruling which will be fair to fishermen, and will also do away with anything which would destroy the feeding ground of baby fish, shrimp, etc. By the use of this recommended size twine for their nets a "donkey" outfit could be used, eliminating heavy



The 48' shark boat "Hammerhead" owned by Shark Industries, Stuart, Fla. Built by Diesel Engine Sales, St. Augustine, she is equipped with a 110 hp. Gray Diesel, New England Trawler Equipment Co. electric chain puller, and a 25-watt Harvey-Wells radiotelephone.

CATERPILLAR

THAT RELIABLE DIESEL



MODEL D 13000 — 115 HORSEPOWER

For Information Call or Write

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave.

BOSTON 27, MASS.

Tel. SOuth Boston 8-4660

Caterpillar Diesel Distributors for Massachusetts and Rhode Island

net fishing in inland waters. Mr. Bird says the "donkey" and similar outfits used on the heavy nets drag up from the bottom the beds of weeds which the baby fish use as feeding grounds. In time, this practice would do away with all net fishing in inland waters, as there would be a greater and greater scarcity of fish each year.

Experts agree that the nets recommended by the Association do not harm fishing, commercial or sport. Therefore the Association feels that if it can get this Bill passed, the inland waters, which have been closed to them by law, may be opened up again to commercial net fishing.

Wakulla and Franklin Seine Yards Open

Wakulla and Franklin County's long established fish seine yards were scheduled to open during the first week in October, and Wakulla business men and commercial fish dealers had seines, boats, equipment and men ready for the annual opening.

The 9 seine yards, employing approximately 100 men, operate during October and November. During a normal year between 500,000 and 800,000 mullet are caught, with about one-fourth being red roe mullet which bring good prices.

Lake Okeechobee Census

The State Game and Fresh Water Fishing Commission which is now taking a fish census on Lake Okeechobee, has provided two more crews on the work, one at Moore Haven and one out of Okeechobee.

Commercial fishermen are urging that the number of crews be largely increased, so that the survey can be hastened and a report made on the investigation. They claim more crews will not cost any more than a few crews on a longer basis, and will aid the fisherman in getting catches for market sales.

Boat Sinks as Bar Pilot Rescues Crew

A two-masted schooner, the *J. E. Grady*, out of Panama City, sank in high seas off Port St. Joe last month, but the skipper and 5-man crew were saved, the Coast Guard cutter *Boutwell* reported. Skipped by Gene Henderson of St. Andrews, the fishing smack was floundering in high-breaking waves when sighted by Port St. Joe bar pilot D. B. Maddox, the report said.

THE HOOK THAT
Laughs
AT CORROSION

DeWitt AMERICAN-MADE Z-NICKEL HOOKS

Can't weaken, can't corrode — because DeWitt Z-Nickel Fish Hooks are made of solid Z-Nickel, not just plated. Accurately formed Z-Nickel Hooks hold their shape, hold the fish. Sharp points stay sharp, penetrate easily and quickly.

This combination of DeWitt production methods and corrosion proof Z-Nickel adds up to surer catches for you.

WRITE FOR CATALOG TODAY

Bill DeWitt DIV.

101 COMMERCIAL ST., AUBURN, N. Y.





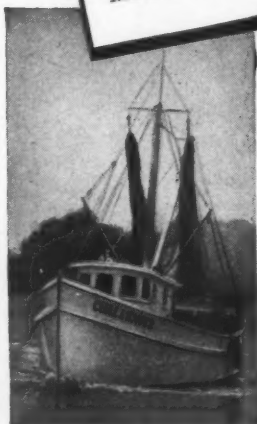
— says John Versaggi
of the Versaggi Shrimp Company

*"Monel shafts are
Tops"*

The Versaggi Shrimp Company operates out of Patterson, Louisiana. John Versaggi, the owner, who knows plenty about boats and fishing problems, has this to say of MONEL* shafts:

"Although we have just begun to use MONEL shafting on our boats, we have already found it to be really what we have been looking for. So far, we have equipped two of our boats—the Challenger, and the Liberator—with 2½ inch MONEL shafting.

"Our experience to date is that MONEL stands shock much better, and will outwear anything else we have ever used. As far as we are concerned, MONEL is tops. We intend to install MONEL shafting throughout our entire fleet."



Challenger, 65-foot shrimp trawler, owned by the Versaggi Shrimp Company, Patterson, Louisiana.

Here are the reasons why commercial fishermen everywhere are refitting with MONEL shafts:

- MONEL is rustproof.
- MONEL resists salt water corrosion.
- MONEL is tough and hard; resists abrasion caused by mud and sand.
- MONEL is stronger than structural steel.
- MONEL's extra toughness and stiffness means fewer broken shafts, less whip, less wear on bearings.

MONEL shafts are available in all standard diameters. For full information and prices, see your local boatyard.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street, New York 5, N. Y.



*Monel**

"...It's the SEAGOIN metal"*

*Reg. U. S. Pat. Off.

Rhode Island Oyster Harvesting Off to Successful Start

Harvesting of the 1948 oyster crop got off to a successful start in Warren on September 20. The crop is large this year as a result of the unusually good set in 1944, and the meat is reported to be well above average. This is attributed to the late opening of the season, and oyster company officials said that the quality would be even better as the season progressed. Ordinarily harvesting begins September 1, but due to unusually warm weather and other poor feeding conditions during the Summer the oysters had not fattened sufficiently by that time.

Point Judith Pond Being Dredged

Plans by which the State of Rhode Island not only will dredge some 40,000 cubic yards of sand from the channels in Point Judith Pond, but also will create new land upon which storehouses, filleting plants and other aids to the fishing industry may be located, were outlined recently by State Director of Public Works Oresto DiSaia. The dredging is now underway, and the sand which is sucked out is being deposited through long steel pipes on State-owned land where possible, thus resulting in the creation of several acres of new land where only marshes now exist.

Shellfish Dealers Certified

The threat of Federal Government disapproval of Rhode Island shellfish dealers was removed September 9, when the United States Public Health Service officially certified 20 Rhode Island dealers. Without U.S.P.H.S. certification, the dealers would have been unable to sell their products in most out-of-State markets. The Service's action was taken at the conclusion of an investigation of illegal quahogging in the waters of Greenwich Cove.

New Sargent-Lord Electronics Quarters

Sargent, Lord & Co. have opened a new building for their Electronics Department at 39 Portland Pier, Portland, Me. A complete line of marine electronic equipment is on display, and a full stock of parts is carried. Installation and maintenance service, utilizing the latest testing instruments, is provided, and a mobile service laboratory is available for distant points.

Sargent-Lord is State of Maine distributor for Hudson American radiotelephones, Kaar radiotelephones and direction finders, Submarine Signal Co. Fathometer, Fathometer Junior, Cape Cod Navigator and marine voltage regulators, and National radio receivers. Robert N. Pike is manager of the electronic division, while Warren E. Morgan and Robert N. Pike Jr. serve as electronic technicians.

The Company is installing a Hudson American 100 watt, 32-volt Viking model radiotelephone in the dragger *Elinor & Jean*, owned by Capt. Otis Thompson of Portland. The sardine carriers *Mary Lord* and *Chester A.*, owned by Brawn Co., Portland, have been equipped with 80-watt Hudson American sets.



New electronics department of Sargent, Lord & Co., Portland, Me. Standing, from left to right, Robert N. Pike, Robert N. Pike, Jr. and Warren E. Morgan.

Yachtsman:

Do You Want the Best Engine?
Then Specify One With An

S-N GEAR

1. because it has a minimum of wearing parts . . . less up-keep, and is easily serviced.
2. because gearing is straddle-mounted . . . assures good alignment.



Fisherman:

Guarantee your investment
with an

S-N GEAR

1. because spring-loaded clutch minimizes need for adjustments.
2. because herringbone reduction gear is the strongest made.



THE SNOW-NABSTEDT GEAR CORP.

P. O. Box 1753

New Haven, Connecticut, U. S. A.

Write
for literature on
Finger-Tip control
and for
"Rules of the Road."

CODFISH GEAR

MUSTAD HOOKS

PERFECTION BRAND TARRED LINE

Leads, bottle corks . . .
Get them all at Augur's

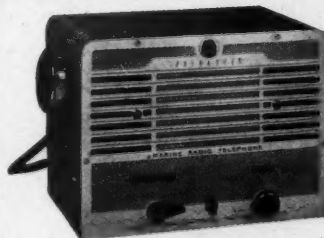
W. A. AUGUR, Inc.

35 Fulton Street New York 7, N. Y.

BEEkman 3-0857

NEW YORK • ROCKLAND • CAPE MAY • SAN PEDRO • TAMPA • MONTAUK
NEW ORLEANS • BROOKLYN • FREEPORT • SANTA BARBARA • PORTLAND
MIAMI • CLEVELAND • HOUSTON • BALTIMORE • TACOMA • CHARLESTON
SAN FRANCISCO • PHILADELPHIA • SAN DIEGO • BOSTON
VANCOUVER • PROVIDENCE • WILMINGTON • MILWAUKEE • LOS ANGELES
GALVESTON • MINNAPOLIS • PALM BEACH • GLOUCESTER • SOUTH PORT
SEATTLE • MOBILE • NEW BERN • LORAIN • NEWARK
CHICAGO • BIRMINGHAM • BATON ROUGE • PORT • PORT LAUDERDALE
FAIRHAVEN • REEFVILLE • YARMOUTH • NEW BEDFORD
ARANSAS PASS • NEWPORT BEACH • STONINGTON • BRIELLE • STUART
NEWPORT • LUBEC

CITY ISLAND • BAY
TARPON SPRINGS •
PORT ISABEL • COR
BALBOA ISLAND •
MORGAN CITY • S
LEWES • ATLANTIC
POINT JUDITH • DE
ELIZABETH CITY • S
LAKE CHARLES • PC
PORT WASHINGTON
HAVANA • MOREHEAD CITY • MARBLEHEAD • PASCOUGLA • GULFPORT



"PRIVATEER" 5 full watts in less than 1/3 cubic
foot of space. Priced within any boatman's means.

Nine distinctive models—Marine Radio
Telephones—Receiver—Direction Finder

Write for information

HUDSON AMERICAN CORPORATION
345 Fifth Avenue, New York 17, N. Y.

Fish Landings for Month of September

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (4)	184,000	Machonoch (3)	137,000
Althea (3)	131,000	Mary & Helen (3)	35,000
Andarte (2)	163,000	Mary S. (2)	5,000
Annie Louise (3)	33,000	Natalie B. (1)	4,000
Cara Cara (2)	165,000	Nautilus (2)	115,000
Carolyn & Priscilla (3)	161,000	Nora D. Sawyer (4)	47,000
Chanco (1)	80,000	Notre Dame (1)	60,000
Cherokee (2)	93,000	Onward (3)	24,000
Courier (2)	130,000	Phyllis & Mary (1)	2,000
Elmor & Jean (5)	144,000	Posha (2)	89,000
Ethelina (3)	197,000	Resolute (1)	23,000
Evzone (2)	145,000	St. Michale (4)	28,000
Flora Belle (1)	19,000	Vagabond (1)	60,000
Jack & Andy (2)	5,000	Vandal (3)	208,600
Jeanne D'Arc (3)	160,000	Willard Daggett (3)	59,000
Lawson (2)	59,000		

BOSTON

Acme (8)	107,200	Margee & Pat II (2)	206,000
Addie Mae (8)	103,500	Maria del Soccora (6)	75,100
Adventure (5)	374,200	Maria Giuseppe (6)	48,100
Agatha & Patricia (5)	230,100	Marietta & Mary (4)	125,300
Alden (1)	18,000	Mariette Parker (3)	109,000
Alphonso (5)	62,700	Marsala (4)	95,900
American Eagle (1)	35,100	Mary & Jennie (4)	47,200
Annie & Josie (8)	120,100	Mayflower (1)	4,500
Arlington (3)	224,400	M. C. Ballard (2)	125,500
Atlantic (3)	169,000	Michael G. (4)	40,300
Ave Maria (6)	77,400	Nancy B. (4)	115,400
Bay (3)	232,000	Neptune (3)	172,400
Billow (3)	225,000	Nova Antonio (4)	20,800
Bonnie (3)	294,500	Nyanza (1)	11,000
Breaker (2)	209,100	Ocean (2)	137,100
Calm (3)	268,700	Ohio (3)	179,700
Cambridge (2)	180,800	Olympia (3)	61,100
Cape Cod (1)	18,000	Olympia La Rosa (4)	172,700
Carmela Maria (Dragger) (2)	43,000	Paolina (4)	21,500
Carmela Maria (L. Tr'ler) (6)	55,600	Phantom (3)	306,000
Carole June (1)	39,700	Pioneer (3)	31,500
Catherine B. (Dragger) (3)	92,500	Plymouth (3)	189,800
Catherine B. (L. Tr'ler) (6)	59,200	Princess (4)	64,500
Cigar Joe (2)	92,300	Racer (2)	234,300
Cormorant (3)	207,000	Red Jacket (3)	308,000
Crest (1)	78,700	Richard J. Nunan (4)	118,900
Delaware (3)	283,300	Robert & Edwin (2)	29,900
Diana C. (4)	119,100	Roma (8)	82,100
Dorchester (2)	99,300	Rosalie D. Morse (3)	216,200
Drift (3)	261,400	Rosie (8)	141,600
Eddie & Lulu M. (9)	72,600	Rosie & Gracie (1)	12,000
Elizabeth B. (3)	203,200	Rush (3)	260,500
Emma Marie (1)	6,000	St. Anna (5)	41,100
Esther M. (3)	293,900	St. Francis (4)	49,900
Estrella (3)	195,800	St. Joseph (Line Trawler) (3)	37,600
Ethel (3)	35,600	St. Michael Angelo (4)	37,800
Eva M. Martin (5)	45,100	St. Theresa (2)	6,100
Famiglia (4)	124,900	Salvator (5)	20,500
Fanny F. Hickey (5)	51,600	San Antonio (3)	25,800
Flow (1)	217,000	Santa Rita (5)	32,200
Flying Cloud (3)	293,700	Santina D. (2)	55,700
4-A-608 (3)	9,300	Santo Antonino (2)	33,000
4-C-887 (3)	29,800	Sarah M. (2)	3,700
4-E-885 (3)	31,500	Savio (5)	38,100
4-G-370 (6)	49,100	Sea Fox (2)	45,100
4-H-823 (3)	47,800	Sebastiano & Figli (6)	75,900
Francesca (4)	31,000	Six Brothers II (4)	19,500
Geraldine & Phyllis (3)	155,200	Squall (3)	334,800
Geracester (1)	23,000	Stanley B. Butler (1)	9,500
Hazel B. (1)	40,000	Storm (3)	231,100
J. B. Junior (4)	273,400	Surge (3)	244,600
J. B. Junior II (4)	53,600	Swell (3)	263,000
Jennie & Lucia (1)	13,000	Texas (3)	232,700
Joe D'Ambrasio (4)	45,900	Theresa R. (2)	107,800
Josephine (4)	32,500	Thomas D. (2)	77,400
Josephine Ess (2)	133,800	Thomas Whalen (3)	187,600
Josephine F. (6)	49,300	Tide (3)	224,900
Josephine P. II (3)	116,200	Triton (2)	135,400
Josie M. (5)	60,300	Two Pals (6)	77,000
Leonarda (6)	76,900	Uncle Guy (3)	138,200
Leonard & Nancy (5)	234,600	Venture II (3)	160,100
Little Nancy (5)	182,800	Wave (1)	74,800
Lorine II (1)	37,900	Weymouth (3)	255,900
Lorine III (3)	85,600	Wm. J. O'Brien (2)	197,500
Lucky Star (4)	315,800	Winchester (2)	186,800
Lynn (3)	227,900	Winthrop (2)	137,800
Maine (3)	297,500		

Scallop Landings (Gallons)

Antonio (1)	1,000	Hazel B. (1)	650
Charlotte M. (3)	1,575		

Swordfish Landings (Number of Fish)

B. Estelle Burke (1)	77	Magellan (1)	48
Evelyn G. Sears (1)	87	Mary M. (1)	52
Gertrude De Costa (1)	16	Olivia Brown (1)	81

NEW BEDFORD

Adventurer (5)	94,000	Annabelle R. (4)	47,300
Alice & Mary (1)	5,500	Anna C. Perry (2)	38,900
Alice May (1)	3,600	Ann & Marie (3)	18,500
Alva (4)	13,400	Annie Louise (4)	61,900
Angenette (1)	2,000	Avocet (1)	700
Anna (2)	23,000	Baby Doll (4)	36,700

Barbara C. Angell (1)	64,400	Leah F. (1)	24,500
Barracuda (3)	13,700	Lera G. (2)	27,000
Bernice (3)	11,300	Liberty (1)	23,000
Brother Joe (3)	40,500	Lt. Thomas Minor (2)	10,700
Capt. Deebold (3)	68,400	Louise (2)	105,000
Carl Henry (2)	120,500	Madeline (3)	22,000
Carole June (2)	105,600	Maria Julia (3)	16,900
Catherine T. (3)	144,500	Mary & Joan (3)	164,500
Charles E. Beckman (4)	79,500	Mary J. Hayes (3)	153,000
Clifton (1)	7,500	Mayflower (7)	4,200
Clinton (4)	71,000	Minnie V. (4)	68,400
Connie F. (3)	87,800	Mishum (4)	30,500
Dautless (2)	47,700	Molly and Jane (3)	73,400
Dorothy & Betty (4)	12,600	Nellie (3)	20,100
Driftwood (4)	33,100	Noreen (2)	115,100
Ebenezer (2)	16,100	Palmer Island (1)	1,500
Edith (3)	24,100	Paolina (4)	168,000
Elva (2)	10,700	Papoose (3)	22,700
Elva & Estelle (4)	71,200	Patsy (3)	30,500
Elva L. Beale (3)	13,900	Pauline H. (2)	125,700
Etta K. (3)	46,500	Penguin (3)	88,200
Eugene & Rose (2)	39,200	Petrel (1)	2,600
Fairweather (2)	17,000	Phyllis J. (4)	74,800
Fan & Mary (4)	54,300	Polly Ann (1)	800
Fred Henry (3)	16,300	Portugal (3)	38,400
Gannet (6)	184,700	Prosperity (3)	26,300
Glady & Mary (3)	119,300	Quest (2)	11,700
Grayling (1)	7,800	Rose Jarvis (2)	14,500
Harmony (4)	40,100	Rosemarie V. (4)	86,100
Harvest (1)	10,000	Rosie II (2)	34,100
Hope (4)	65,800	Ruth M. (3)	12,900
Huntington Sanford (4)	43,700	Sandra & Jean (2)	44,000
Invader (4)	100,000	St. Anthony (5)	76,900
Irene (1)	12,000	Sea Fox (1)	15,100
Irma Pauline (1)	35,200	Sister Alice (1)	20,000
Ivanhoe (4)	123,800	Solveig J. (4)	197,000
Jacintha (3)	184,700	Southern Cross (1)	6,100
Janet Elise (3)	32,200	Stanley B. Butler (2)	94,700
J. Henry Smith (4)	29,800	Susan R. (2)	28,900
Joan & Ursula (4)	130,400	Susie O. Carver (3)	53,000
John G. Murley (2)	100,300	Three Pals (2)	51,000
Johnny Boy (3)	46,700	Two Brothers (4)	50,900
Josephine & Mary (3)	118,500	Two Brothers (N.J.) (1)	20,500
June Bride (3)	72,500	Two Brothers (R.I.) (3)	69,200
Junoja (3)	190,000	Victor Johnson (4)	114,200
Katie D. (1)	65,600	Viking (4)	162,200
Kelbaram (4)	63,500	Viking (Chilmark) (2)	5,800
Kristine M. (1)	22,000	Wamsutta (3)	104,700
Lainee K. (3)	47,200	Wild Duck (2)	87,500

Scallop Landings (Gallons)

Abram H. (2)	2,000	Linus S. Eldridge (2)	2,050
Adele K. (2)	1,200	Louis A. Thebaud (2)	1,850
Alpar (3)	3,000	Lubenray (1)	1,000
Annie M. Jackson (1)	1,000	Mabel Mae (2)	1,100
Antonina (1)	850	Malene & Marie (3)	2,350
Antonio (1)	200	Malvina B. (2)	2,200
Arnold (1)	700	Marie & Katherine (3)	1,650
Arthur L. (1)	850	Martha E. Murley (2)	1,477
Barbara (1)	1,655	Mary Ann (3)	2,850
Barbara M. (3)	2,075	Mary Canas (2)	1,900
Beatrice & Ida (2)	2,100	Mary D'Eon (2)	1,800
Bobby & Harvey (3)	2,050	Mary J. Landry (2)	1,750
Bright Star (2)	1,950	Mary R. Mullins (3)	2,950
Camden (2)	2,000	Mary Tupper (2)	1,650
Capra 1st (2)	1,300	Moonlight (2)	1,900
Carol & Estelle (3)	3,000	Muriel & Russell (2)	1,850
Catherine & Mary (3)	2,550	New Bedford (2)	2,200
Charles S. Ashley (2)	1,600	Newfoundland (3)	2,900
Christina J. (2)	1,900	Olive M. Williams (2)	1,700
Connecticut (2)	1,900	Palestine (1)	900
Dagney (2)	2,000	Pearl Harbor (2)	2,000
Doris Gertrude (3)	2,900	Pelican (3)	2,650
Dorothy & Mary (3)	2,000	Porpoise (2)	2,000
Elizabeth N. (2)	2,050	Ramona (1)	700
Eunice-Lilian (2)	1,175	R. W. Griffin, Jr. (1)	800
Fairhaven (2)	1,100	St. Ann (2)	1,800
Flamingo (3)	2,700	Sankaty Head (3)	905
Four Sisters (3)	2,400	Sea Hawk (1)	900
Francis J. Manta (2)	1,450	Sea Ranger (2)	1,850
Friendship (1)	1,000	Shannon (2)	1,700
Gay Head (2)	1,200	The Friars (2)	3,000
Growler (2)	2,000	Ursula M. Norton (3)	1,350
Hazel S. (1)	250	Venture I (2)	700
Irene & Mabel (2)	1,175	Virginia & Joan (1)	1,450
Janet & Jean (3)	2,850	Whaler (2)	2,250
Jerry & Jimmy (3)	3,000	Wm. D. Eldridge (3)	2,250
Kingfisher (2)	1,900	Wm. H. Killigrew (2)	2,000
Liboria C. (2)	2,000	Wm. J. Landry (2)	1,700

Swordfish Landings (Number of Fish)

Alpar (1)	1	J. Henry Smith (1)	1
Barracuda (1)	9	Lera G. (1)	2
Bozo (2)	11	Liberty (1)	2
Capt. Deebold (1)	1	Marie & Katherine (1)	3
Catherine & Mary (1)	1	Martha E. Murley (1)	1
Clara T. (2)	11	Mishum (1)	1
Clifton (4)	30	Patsy (1)	1
Fairhaven (1)	1	Quest (1)	1
Fan & Mary (1)	1	Rose Jarvis (4)	39
Fannie Parnell (1)	2	Santina (2)	42
Grayling (1)	8	Sonny & Joyce (2)	17
Harmony (1)	2	Southern Cross (1)	14
Helen May (1)	4	Turtle (2)	29
Huntington Sanford (2)	12	Whaler (1)	1
Idlewild (1)	8	Winifred M. (1)	32
Idlewild II (1)	14		



Brings home the Salmon 18% faster

The "New Sunrise" cut her running time between fishing grounds and the cannery 18%. You fishermen will know what that means—more frequent catches, increased earnings.

The question is: How did she do it? She switched to General Motors Diesel power—put in a 6-cylinder Series 71 engine that delivers a steady, dependable 165 H. P. It made her 18% faster, gets her back on the job catching fish sooner.

Designed by Edwin Monk and built for Gordon Nelson by Grandy Boat Company, Seattle, the "New Sunrise" fishes off the Alaskan Coast. Compact GM Diesel installation leaves room for 26,000 hump-back salmon.

These GM Diesels are 2-cycle in operation. They deliver power at every downstroke of the pistons. This makes them compact in size for all their power and leaves

more room in the hold for fish. They're smooth, clean-burning, economical and safe.

This is the kind of seagoing horsepower that pays off. Wouldn't you like all the details? Pay a visit to your nearest GM dealer or drop us a line direct.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES... Up to 200 H.P.

DETROIT 28, MICHIGAN

MULTIPLE UNITS... Up to 800 H.P.

GENERAL MOTORS

DIESEL BRAVN WITHOUT THE BULK



Walter H. Moreton Corp.
CAMBRIDGE, MASS.

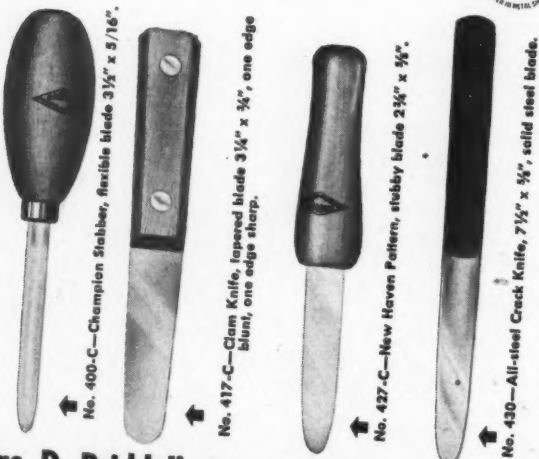
Diesel Marine & Equipment Corp.
NEW YORK, N. Y.

Paxton Company
NORFOLK, VA.

Johnson & Towers, Inc.
PHILADELPHIA, PA.

They're made in a seafood town

The knives shown here are made right in Crisfield, Md. For more'n 50 years we've had nextdoor-neighbor contact with the fishing trade. No matter what area you live in, we have *your* style of oyster or clam knife—oil-tempered blade of high carbon steel anchored to a sturdy, hardwood handle (except No. 430), Briddell quality stem to stern. Order from your equipment dealer.



Chas. D. Briddell, Inc., Crisfield, Maryland
FINE QUALITY CUTLERY
 CLEAVERS • ICE PICKS • FISH SPLITTERS • CLAM RAKES
 OYSTER AND CLAM KNIVES AND TONGS



**"TOUGHEST PUMP
 WE'VE EVER USED"**

There are mighty good reasons why boatowners are praising the MP Bilge Pump: it stands the gaff year in, year out — outlasts, outperforms. It is erosion and corrosion proof; handles a high content of dirt and fish scales and likes it.

AN ALL-PURPOSE PUMP
 Combines engine cooling, water for bait tanks, washing down decks, flushing holds, it's the boat handy-man.

COMPACT — STAUNCH
 Built in 4 sizes; capacity from 15 to 280 gallons per minute. Bronze-built in vital parts. Base is slotted for easy belt tension adjustment. Its open-type, high capacity, perfectly balanced impeller pulls more with less power. Ball bearing in grease-packed for life; handy drain cock gives easy draining in freezing weather. Built to easily, quickly replace any make or



model. Comes complete with pulley and mounting brackets ready for use.
PUMPS! PUMPS! PUMPS!
 Marine Products builds a pump for practically every purpose, land and sea. 125 different models. Over 300,000 in service.



BELT DRIVEN PUMPS
ELECTRIC MOTOR DRIVEN PUMPS
GASOLINE DRIVEN PUMPS
 See your Dealer or Write for Free Booklet

Engineered Pumps
MARINE PRODUCTS COMPANY

NEW YORK

Felicia (1) 75,000
 John G. Murley (1) 75,000
 Katie D. (2) 140,500

Scallop Landings (Gallons)

Amelia (1)	645	Midway (1)	500
Antonina (1)	600	New Dawn (2)	2,000
Benjamin Bros. II (1)	900	Norland (2)	925
Buzz & Billy (2)	1,900	Norseman (2)	1,600
Catherine C. (3)	2,850	Petrel (2)	690
Charlotte (2)	432	Rainbow (4)	700
Choctaw (2)	600	Richard Lance (2)	2,425
Content (1)	500	Rockaway Belle (1)	1,290
Florence B. (2)	1,950	Rosalie F. (2)	325
Friendship (2)	1,300	St. Rita (1)	1,380
Gambler (2)	1,400	Sea Gull (1)	550
Gloria F. (1)	450	S #31 (2)	500
Gud Kay (2)	800	Sunapee (2)	1,650
Julia K. (2)	700	Trio (1)	1,550
Major J. Casey (3)	2,550	Venture (2)	600
Maridor (3)	2,350	Victoria (2)	1,062
Marjorie M. (1)	750	Whaling City (3)	1,175
Mary (3)	2,125	Wm. D. Mangold (1)	725
Mary Ellen (1)	700		

GLOUCESTER

Agnes & Myrnie (6)	133,000	Madonna (1)	4,000
Albattross (2)	320,000	Malolo (2)	153,000
Alden (1)	1,000	Manuel F. Roderick (1)	86,000
Aliburton (2)	9,500	Manuel P. Domingos (2)	218,000
Alvan T. Fuller (2)	174,000	Margaret & Marie (10)	117,500
America (2)	80,500	Margie & Roy (5)	39,500
American Eagle (2)	75,500	Maria Immaculata (10)	101,000
Angie & Florence (2)	65,500	Marie & Winifred (3)	85,500
Anna Guarino (6)	54,000	Marion & Alice (2)	149,000
Annie (6)	59,000	Maris Stella (2)	338,000
Anthony & Josephine (12)	183,000	Mary (12)	160,000
Ariel (9)	97,500	Mary A. (2)	74,500
Atlantic (2)	92,000	Mary F. Curtis (1)	35,000
Austin W. (1)	52,500	Mary & Josephine (2)	400,000
Ave Maria (2)	227,000	Mary Rose (3)	424,000
Baby Rose (1)	125,000	Mary W. (1)	2,000
Barbara C. (4)	45,500	Mocking Bird (2)	185,000
Beatrice & Rose (1)	4,000	Mother Ann (2)	530,000
Benjamin C. (2)	390,000	Nancy F. (3)	40,000
Bennie & Bessie (7)	96,000	Natalie B. (1)	102,500
Bobby & Jack (2)	250,000	No More (6)	7,000
Bonaventure (2)	25,000	North Sea (2)	75,500
Calista D. Morrill (4)	30,000	North Star (2)	93,000
Carol Ann (2)	312,000	Novelty (9)	11,000
Caroline & Mary (1)	180,000	Pam Ann (2)	92,000
Caspian (2)	77,000	Pan Trades Andros (2)	239,500
Catherine Amiraule (2)	419,000	Paul Howard (1)	361,500
Chebeague (2)	64,000	Pauline M. Boland (2)	147,000
Cigar Joe (1)	59,000	Philip & Grace (3)	99,000
Clipper (1)	133,000	Phyllis & Mary (3)	372,000
Columbia (2)	410,000	Pilgrim (2)	160,500
Corinthian (1)	202,500	P. K. Hunt (2)	305,500
Curlew (1)	145,000	Pollyanna (2)	277,000
Dale (4)	18,000	Portugal (2)	206,000
Dartmouth (3)	396,000	Priscilla (4)	198,500
Dolphin (Glou.) (4)	296,000	Providence (6)	283,000
Doris F. Amero (2)	123,000	Puritan (2)	29,000
Edith L. Boudreau (2)	102,000	Randolyn (2)	184,000
Ellen & Jean (3)	20,500	Raymonde (2)	106,000
Emily Brown (2)	372,000	Redskin (2)	203,000
Emma Marie (2)	31,500	R. Eugene Ashley (2)	175,000
Ethel (4)	37,000	Rita B. (2)	107,000
Ethel V. Stowman (3)	123,000	Robert & Edwin (6)	177,000
Evelyn A. (2)	14,000	Roma II (5)	76,000
Falcon (9)	73,500	Ronald & Mary Jane (3)	25,000
Felicia (2)	400,000	Rosie C. (4)	452,000
Florence & Lee (1)	220,000	Sacred Heart (9)	32,700
Frances R. (2)	109,000	St. Anthony (2)	69,500
Gaetano S. (3)	315,000	St. Christopher (1)	150,500
Gertrude E. (7)	38,000	St. Joseph (1)	155,000
Gloucester (2)	25,000	St. Nicholas (1)	372,000
G. N. Soffron (3)	162,000	St. Peter (2)	63,000
Golden Eagle (2)	260,000	St. Peter II (2)	350,000
Gov. Al Smith (1)	86,000	St. Providence (10)	124,500
Helen M. (1)	41,000	St. Rosalie (3)	127,500
Hilda Garston (2)	393,000	St. Victoria (3)	299,000
Holy Family (3)	383,000	Salvatore (2)	153,500
Immaculate Conception (1)	30,000	Salvatore & Grace (2)	112,000
Irma Virginia (9)	103,500	Sarah J. (2)	60,000
J. B. Junior (8)	136,000	Sea King (2)	79,600
Jackson & Arthur (9)	87,500	Sea Queen (3)	186,000
Jennie & Julia (1)	15,000	Sebastiana C. (2)	138,000
Johnny Baby (6)	47,500	Silver Bay (2)	295,000
Jorgina Silveira (2)	126,000	Skillinglee (2)	87,000
Joseph & Lucia (2)	293,000	South Sea (2)	115,000
Josephine & Margaret (2)	136,000	Sunlight (2)	258,000
Josie A. (8)	52,000	Superior (1)	90,000
Julie Ann (2)	71,500	Sylvester Whalen (3)	544,000
Kelpie (1)	296,000	Theresa M. Boudreau (2)	292,000
Killarney (2)	2,000	Thos. J. Carroll (2)	164,000
Kingsfisher (2)	340,000	Tina B. (2)	148,000
Kurta (1)	380,000	Trimembral (6)	73,500
Lady of Good Voyage (2)	198,000	V-E Day (2)	405,000
Letha (2)	153,000	We Three (8)	104,000
Lina B. (1)	52,000	Whitstone (2)	110,000
Loussam (1)	3,500	Wind (1)	88,000
Lucretia (5)	39,500		
Madame X (5)	84,000		

Swordfish Landings (Number of Fish)

Evelina M. Goulart (2) 102
 Gov. Al Smith (1)



**More time for fishing...
less time for maintenance.**

Get full protection against fouling for an entire season or more... get positive protection against corrosion and weathering for all hull and topside areas. You'll find the protection you need in the Amercoat line of rugged, dependable marine finishes. Write for complete details and name of nearest supplier.

Easy to apply — quick to dry.

RUGGED

service for all fishing craft

Complete protection — keel to masthead



AMERCOAT PLASTIC ANTI-CORROSIVE PRIMER

Unequalled protection against corrosion on steel hulls. One application lasts for years.



AMERCOAT ANTIFOULING (Based on U.S. Naval Institute Formula)

Finely divided toxic copper, specially formulated vehicle and controlled leaching rate maintain full poisoning effect up to 18 months.



AMERCOAT PLASTIC BOOTTOPPING

A rugged coating specially designed for the critical wind and water line.



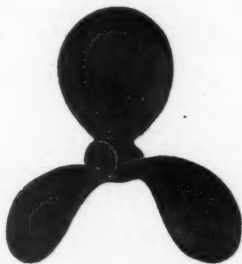
AMERCOAT PLASTIC TOPSIDE FINISH

Unequalled protection for all areas above deep lead line on both steel and wood surfaces. Attractive glossy finish, available in a variety of colors.

FOLLOW THE LINE OF *most* RESISTANCE

AMERCOAT DIVISION, AMERICAN PIPE AND CONSTRUCTION CO.
Dept. Z, P. O. Box 3428, Terminal Annex • Los Angeles 54, California

**The "High Liners" must have
efficient, dependable equipment**



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

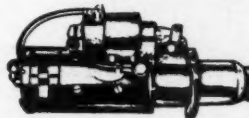
**HYDE
PROPELLERS**



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

Best Buy Today
Government Surplus - New
"71"
DIESEL GM PARTS

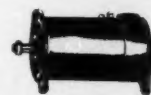


STARTING MOTOR AND SOLENOID ASSEMBLY

- Delco Remy part No. 1108732
- 12 Volt, 900 Amps, 800 R P M
- Rotates clockwise
- Immediate delivery from stock

GENERATOR ASSEMBLY

- Delco Remy part No. 1102963
- 12 Volt variable speed
- Immediate delivery from stock



----- These and many more -----

NUMBER	DESCRIPTION
5226888	Injector Filter Element
8502957	Oil Cooler Element 12 Stack
5227325	Spray Tip and Valve Assembly
5227231	No. 80 Injector and Case
5157393	Blower Assembly—Left
5157396	Blower Assembly—Right

Write for complete parts list and low net prices.

"DIESEL PARTS SPECIALIST"

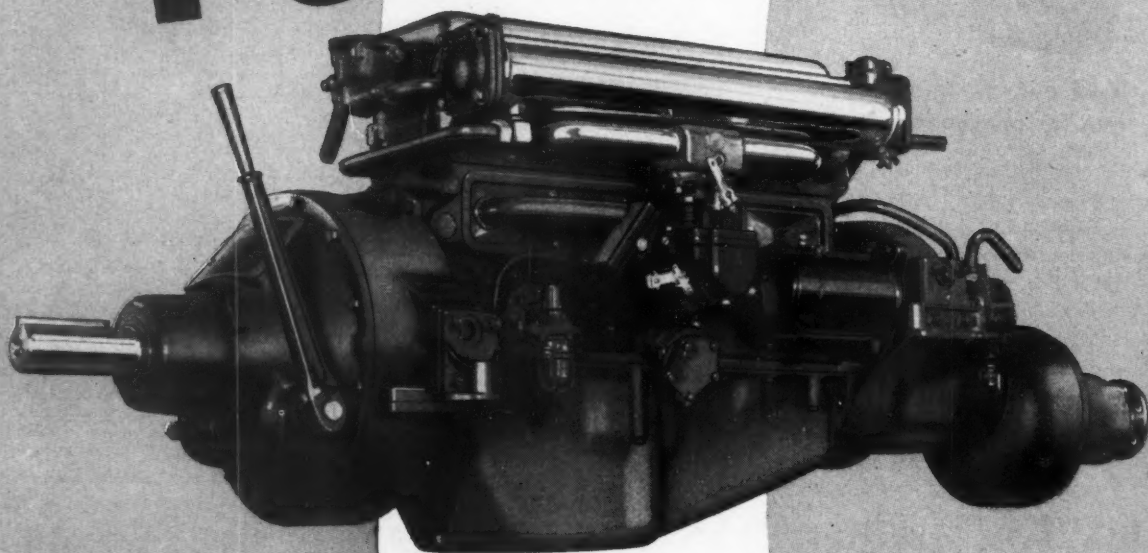
SURPLUS AUTOMOTIVE CO.

1329 S. MICHIGAN AVE.

CHICAGO 5, ILLINOIS

Complete Power

FOR EVERY COMMERCIAL MARINE REQUIREMENT!



Power Take-off

FOR AUXILIARY EQUIPMENT

This rugged, full power take-off is assembled to the engine on the production line . . . making it an integral part of the engine itself for more dependable service. Here's flexible power for any purpose at a low initial cost!

America's No. 1 Marine Engine

Exclusively designed and built for marine use, Chrysler Marine Engines are first in sales, first in all-weather safety and performance, first in nation-wide service! Chrysler is America's No. 1 Marine Engine in every way!

Reduction Ratios

FOR POWER EFFICIENCY

There's a wide range of reduction gears obtainable in Chrysler Marine Engines . . . efficient power to fit *your* hull! And it is designed and built into the engine at the factory for smoother, more dependable performance.

MAIL TODAY FOR TECHNICAL BULLETIN

MARINE ENGINE DIVISION
CHRYSLER CORPORATION
12201 East Jefferson, Detroit 31, Michigan

Gentlemen:
Please send specifications and power curve bulletin on Series "C" Power Take-off with ☐ ACE ☐ CROWN ☐ ROYAL Chrysler Marine Engines.

Name

Address

City Zone State

Chrysler

MARINE ENGINES

"BUILT TO LIVE IN THE WATER"

Factory Engineered and Tested Parts—
Expert Service Wherever You Go—
through a Nation-wide Chrysler Marine
Dealer Organization.



Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Bendix Develops Bantam Recorder

An all-new depth recorder designated as the Bendix Bantam Model DR-7, weighing only 40 lbs. and with a range of 100 fathoms, has been developed by Pacific Division of Bendix Aviation Corp., 11600 Sherman Way, North Hollywood, Cal. Addition of this unit to the Bendix line of depth recording instruments rounds out the coverage possible with the firm's models to a range of 50' to 400 fathoms.

The Bantam recorder is a complete, self-contained and simplified unit $14\frac{1}{4}'' \times 20\frac{3}{8}'' \times 8\frac{3}{8}''$. Junction boxes and all other complicated equipment have been eliminated. It can be installed in any convenient place by any boat yard familiar with electrical equipment. Connection to the exclusive Bendix single transducer is made by merely plugging in a cable. The transducer is provided with a five-inch sea chest housing to permit servicing without dry docking the boat.

This new recorder operates at the supersonic frequency of 50,000 cycles which has no effect on fish, and ordinary sea and boat noises are not picked up by the recorder. The self-synchronizing stylus produces an instantaneous, permanent record of the bottom profile as well as other undercraft conditions.

The control panel has a large, easy-to-read volt meter together with an on-off switch, sensitivity control for simple adjustment of the recording volume and an illumination switch to vary the amount of light for night use.

U-C Lite Portable Electric Hand Lamp

A new portable electric hand lamp with built-in charger that is said to meet many requirements for portable light on boats is being produced by U-C Lite Manufacturing Co., 1050 W. Hubbard St., Chicago 22, Ill.

The principal features claimed of this new Big Beam Model 312 include a spillproof rechargeable battery with acidproof plastic case that does not leak when held in any position. With the usual attention, this battery will last from three to five years. Incorporated in the battery itself and visible through a window in the case, is a three-ball charge indicator that eliminates hydrometer tests. A built-in charger plugs into any 110-volt, AC circuit.

Battery and charger are contained in a welded steel case finished with acidproof baked enamel. The carrying handle is chromium-plated and equipped with "D" rings for a shoulder strap. The lamp head is six inches in diameter and of chromium-plated steel with a triple-silvered reflector. A single-pole, double-throw, toggle-type switch gives fingertip control to either the main bulb for a powerful 2000' beam or the small auxiliary bulb for dim diffused light. The head has a 170° vertical swivel adjustment.

Lehman Converts Ford V8 Engine

Lehman Manufacturing Co., 972 Broad St., Newark 2, N. J., manufacturers of Econ-O-Power marine conversions for Ford and Jeep machines, has a conversion of the new 145 hp., 3400 rpm. Ford V8 engine.

The basic engine has a bore of $3\frac{1}{2}''$ and a $4\frac{3}{8}''$ stroke. Cylinder block is semi-steel and crankshaft is drop forged while aluminum pistons with four rings each are used. Lubrication is full pressure with reservoir having a capacity of 10 quarts.

The conversion includes such features as dual bronze, gear type pumps for cooling water circulation, gray iron exhaust manifolds with $\frac{1}{2}''$ water jackets totally enclosing hot portion, and remov-

able end plates to facilitate cleaning. A starter extension arrangement relocates starting motor in an accessible position, and crankshaft center-line mountings facilitate installation. The reverse gear is of the full marine type, enclosed in a housing to bolt up directly to the fly-wheel end of the engine, making an all enclosed installation.

Westinghouse Radar on Tuna Clipper

Cutting nearly 20 days from her usual time, the San Diego, Calif., tuna clipper *Normandie* has returned from her first fishing trip with a Westinghouse radar installation. Owners are said to pronounce the radar highly satisfactory in that it enables the clipper to complete both her bait fishing and her tuna fishing trips in record time with a full load in each case, despite thick fogs and heavy rain.

The radar equipment consists of a transmitting-receiving unit, an all-weather Radome antenna, and an indicator-console with a seven-inch scope for sharp image and focus. Range is from 80 yards to 40 miles. The unit operates in the 3-cm band to give a bearing resolution of 2 degrees. Specially designed S.T.C. and F.T.C. electronic circuits are combined in a sea return suppressor to give good radar visibility, even in rainy weather or in rough seas. These circuits also are chosen to make gain control automatic, thus eliminating manual operation.

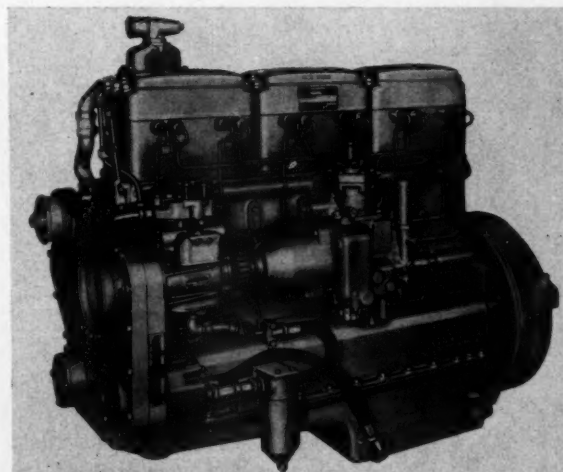
New Cummins Marine Diesel Engine

A new Cummins Diesel engine, based on the well-known "Model H", yet developing 10% more horsepower, was placed in production last month by Cummins Engine Co., Inc., Columbus, Ind.

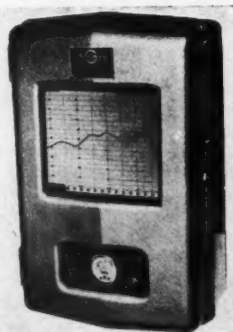
The new Marine Diesel, designated the HRM-600, develops 165 hp. (maximum) at 1800 rpm., with $5\frac{1}{8}''$ bore and 6" stroke. Piston displacement is 743 cu. in. Like all Cummins Diesels, the HRM-600 is four-stroke cycle and has the exclusive Cummins fuel system.

Field conversion to HRM-600 from a standard Model H marine engine can be made by Cummins dealers. Steps involved include boring the present block and installing HRM-600 pistons and liners and the optional installation of the new increased-flow lubricating system and continuous groove bearings.

The manufacture of all existing Cummins models will be continued. They include the Model A-600, 100 hp. (maximum), 2200 rpm.; Model H-400, 100 hp., 1800 rpm.; Model H-600, 150 hp., 1800 rpm.; Model HS-600, 200 hp., 1800 rpm.; Model NH-600, 200 hp., 2100 rpm.; Model NHS-600, 275 hp., 2100 rpm.; and Model L-600, 250 hp., 1000 rpm.



The new Cummins 165 hp. HRM-600 Diesel.



New Bendix Bantam

Why Take Less Than FULL Protection?



Bethlehem trawler ropes have the life-prolonging, rust-resisting safeguard—**BETHANIZED COATING**. This is a zinc jacket that encases every wire... a jacket that will bend, bend, bend without cracking.

The bethanized "armor" keeps salt water and air away from the steel rope; seals the wires against their greatest enemy, rust.

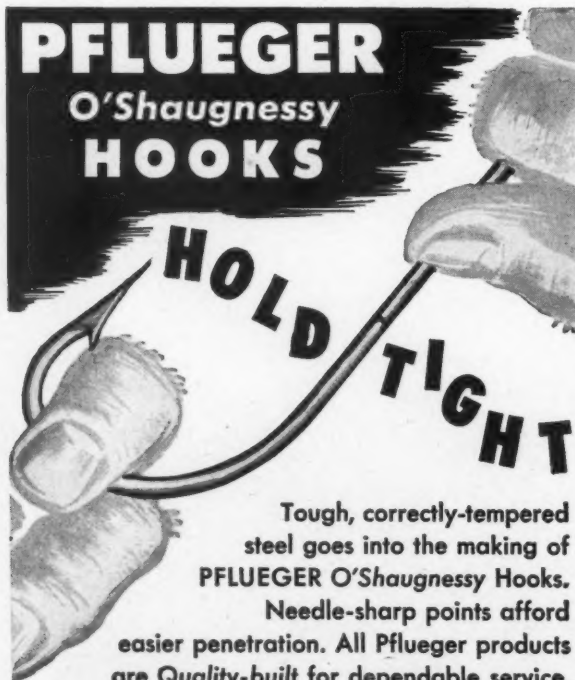


**BETHLEHEM STEEL
COMPANY**

BETHLEHEM, PA.

When you think **WIRE ROPE**
... think **BETHLEHEM**

PFLUEGER O'Shaugnessy HOOKS



Tough, correctly-tempered steel goes into the making of **PFLUEGER O'Shaugnessy Hooks**. Needle-sharp points afford easier penetration. All Pflueger products are Quality-built for dependable service.

The Enterprise Mfg. Co., Akron, Ohio

PFLUEGER (PRONOUNCED "FLEW-GER")
A Great Name in Tackle

Packard Great Lakes Representative

Packard Motor Car Co., Detroit, Mich., has appointed Richard H. Dick marine engine sales representative for the Great Lakes and Eastern Canadian areas.

Dick joined Packard early this year after three years with the marine engine division of Chrysler Corp. and prior activities in other sales merchandising fields. Since last March, he has handled Packard marine engine sales in the Gulf Coast region.

F. M. Hoder, Jr., manager of the Packard marine and industrial engine department, said that Dick's territory will include Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota in the United States and New Brunswick and Nova Scotia in Canada. He will make his headquarters at the Packard offices in Detroit.



Richard H. Dick

Sperry Products Moves to New Plant

Sperry Products, Inc., manufacturer of hydraulic remote controls for throttles, clutches and numerous other applications, has moved its entire production and headquarters facilities from Hoboken, N. J., to a new plant in Danbury, Conn.

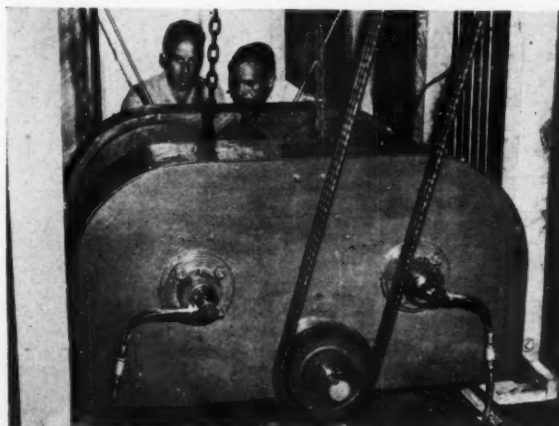
Air Motivated Oyster Dredge Hoist

An oyster dredge hoist of regulation size, but a departure from the ordinary in that it is operated by compressed air, has been developed by Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J., under the supervision of Robert C. Gates.

A commercial installation of the new hoist on the oyster dredge *Katie Sharp* owned by Dr. Charles E. Sharp, Port Norris, N. J., was given exhaustive trials August 18 on the oyster beds in Maurice River Cove. The hoist and dredges are reported to have functioned perfectly. This unit is controlled from the pilot-house by small valves, although controls may be placed at any given station of any vessel and the length of chain may be gauged by the use of the hand brake, or valve, which motivates the dredges.

Valves used on the unit are manufactured by Westinghouse while the clutches are "Airflex", supplied by Fawick Airflex Co., Inc., Cleveland, Ohio.

Delaware Bay Shipbuilding Co. will confine the manufacture of these hoists to oyster dredge requirements for the present. However, a Company official has stated that there is no limit to the adaptability of the principle and it is expected that in the near future units will be designed and produced for draggers, trawlers and other types of fishing vessels.



Compressed air operated oyster dredge hoist developed by Delaware Bay Shipbuilding Co., Inc.



A display of Willard storage batteries shown at the recent Automotive Service Industries Show. Included were batteries ranging from the smallest to the big DRP-17-4 marine model which weighs 169 lbs. Also shown were the new Willard portable charger, cable accessories and Willard dry batteries.

Caterpillar Diesel Booklet Available

Fishing boats are highlighted in a publication recently made by Caterpillar Tractor Co., Peoria 8, Ill. Entitled *Back Home on Schedule with "Caterpillar" Diesel Power*, this 12-page, two-color booklet (Form 11468) features the advantages and the uses of Diesel power the world over whether it be on salt-water or fresh-water.

The six sizes of Caterpillar Diesel marine engines, ranging from 38 to 135 brake horsepower, are illustrated and the continuous service rating of each is given. The booklet also shows the application of marine Diesel electric power for shipboard use as prime electric power or standby electric power.

Oakite Digest for Fishing Industry

Latest, improved techniques for performing a wide range of cleaning, sanitation and related tasks in seafood plants and aboard fishing vessels are described in a newly revised fish packing digest, just released for free distribution by Oakite Products, Inc., 157 Thames St., New York 6, N. Y.

Of particular interest to shore plant and fleet operators will be the time and work-saving methods discussed in the Digest which will enable them to prolong useful life of equipment, simplify plant and vessel maintenance cleaning procedures, obtain improved results from repair and overhaul operations. Fishing vessel operators will find rewarding the special data presented on: safe descaling of Diesel engines; cleaning Diesel air filters; cleaning lube-oil coolers; removing slime and residue from fish pens; steam-detergent cleaning of fish-storage holds; cleaning fresh-water tanks; and many other commonly-recurring tasks.

Leece-Neville Air Cranking Motor

The Leece-Neville Co., 5363 Hamilton Ave., Cleveland 14, Ohio, is manufacturing an air cranking motor for quick starting of Diesel and gasoline engines.

Available as a complete, ready-to-install unit, consisting of motor, reduction gear, drive and drive housing, the unit may be used in marine applications where compressed air is available at suitable pressure. The compact, rotary motor is said to occupy no more space than an electric starter, and can be installed with the same three bolts used for mounting the latter. Its weight is 43 lbs., and dimensions are 18" x 5 1/2".

A built-in, automatic oiler assures constant and thorough lubrication of the motor. No device for trapping moisture is required. Chrome plated rotor and motor liner, as well as bronze end plates, assure positive resistance to corrosion. An exhaust outlet at the bottom of the motor permits natural drainage of any moisture that might collect. The rotor is mounted on precision type ball bearings.

Under normal conditions, one motor may crank engines of up to 1,000 or more cubic inches displacement. Two motors may be used for larger engines. A 20 cu. ft. storage tank at not less than 150 psi should provide about 30 seconds cranking. Maximum permissible pressure is 250 psi.

B. F. GOODRICH CUTLESS RUBBER BEARINGS

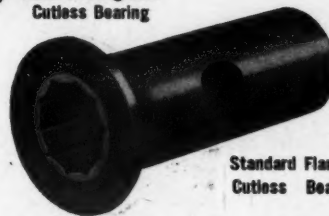
For Propeller Shafts



Stern Bearing with
Cutless Bearing



Standard Cutless
Bearing



Standard Flanged
Cutless Bearing

Water lubricated Cutless rubber bearings provide smooth, quiet operation on fishing vessels. Outlast all other bearings by as much as 15 to 1. Save shafts—save time—save money. Most sizes in stock for immediate delivery.

Available from Boat Repair Yards and Marine Equipment Dealers. For More Information Write Dept. AF

Lucian Q. Moffitt, Inc.

AKRON 8, OHIO

Engineers and National Distributors



**FROM TANKERS
to TUGS—FROM
FISHING CRAFT
to LINERS to DREDGES**
there's always work for a **WITTE!**

Delivering steady auxiliary electric light and power at lower cost, WITTE Dieselectric Plants are full Diesels—start and operate on same fuel as main propulsion Diesels. Each is a complete electric power and light plant in itself—and built for heavy duty. *Simple, sturdy*, Dieselectric Plants require little space, care, or fuel.

WITTE DIESELECTRIC PLANTS

Pictured—a Dredge Installation

Sizes range from 3 to 10 KVA-AC; 2.5 to 8 KW-DC. Pre-combustion chamber accelerates combustion; makes engine run perfectly on partial loads. There's profit for fleetline or yard in WITTE Dieselectric dependability. See your WITTE dealer, or write for descriptive literature today.



WITTE ENGINE WORKS

DIVISION OF
OIL WELL SUPPLY COMPANY  UNITED STATES STEEL
CORPORATION SUBSIDIARY

AMERICA'S PRIME POWER SOURCE FOR SMALL DIESELS KANSAS CITY 3, MO. U.S.A.

NOW... ONLY
SPERRY \$49⁵⁰

HYDRAULIC REMOTE CONTROL SYSTEM

For throttles or hydraulically operated reverse gears.

PROVIDES:

instant response
 smooth,
 even action
 accuracy
 to 1/4 of 1 degree

AND EASY TO INSTALL

... a single copper tube,
 up to 35 feet long, con-
 nects transmitter and re-
 ceiver ... can be bent
 around obstacles.

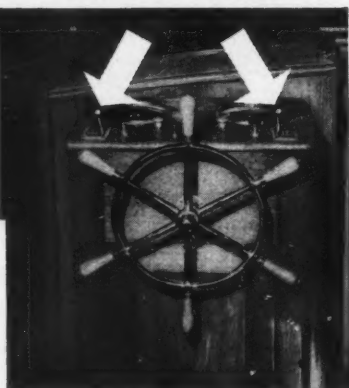
Write for your copy of Bulletin 2000P-4, giving complete information.



SPERRY PRODUCTS, INC.

Danbury, Conn.

SP-131-A



NYLON

IS THE NEWS IN NETTING

100% NYLON NETTING

No preservatives necessary at any time

No drying necessary at any time

- Gill Nets
- Mackerel Nets
and other netting

MOODUS NET & TWINE
 MOODUS, CONN.

Gloucester Draggers Land Several Big Trips

Despite the fact that the month of September was a slow one as far as overall fish receipts in Gloucester are concerned, a number of draggers landed good trips. The *Corinthian*, Capt. Jerome Noble, hauled for 202,500 lbs. of redfish September 15, and gross stocked in the vicinity of \$10,000, and the *Pan Trades Andros*, Capt. Morton R. Selig, hauled for 210,000 lbs. of redfish on the 21st after a trip of a week, also gross-stocking approximately \$10,000. As a result of a scarcity, a number of redfish fares brought in during September sold for over \$5.00 per hundred lbs.

Other big trips included the following: *Mary & Josephine*, 200,000 lbs.; *Benjamin C.*, 210,000 lbs.; *Silver Bay*, 170,000 lbs.; *Dartmouth*, 171,500 lbs.; *Pilgrim*, 165,000 lbs.; *Theresa Boudreau*, 200,000 lbs.; *Sylvester Whalen*, 180,000 lbs.; *Killarney*, 170,000 lbs.; *Caroline & Mary*, 180,000 lbs.; *Albatross*, 160,000 lbs.; *Columbia*, 210,000 lbs.; *St. Peter II*, 175,000 lbs.; *Felicia*, 200,000 lbs.; *Maris Stella*, 175,000 lbs.; *Hilda Garston*, 175,000 lbs.; *Mother Ann*, 270,000 lbs.; *Catherine Amiraute*, 214,000 lbs.; *Florence & Lee*, 220,000 lbs.; *Emily Brown*, 190,000 lbs.; *Kingfisher*, 210,000 lbs.; *St. Nicholas*, 189,000 lbs.; *V-E Day*, 210,000 lbs.; *Bonaventure*, 175,000 lbs.; and *Julie Ann*, 180,000 lbs.

The smaller fishing boats struck a rich spot of groundfish the middle of September, and made profitable trips.

Whiting continues to be scarce in Gloucester, with only a few boats getting their quota of 15,000 lbs. Mackerel also have been scarce.

"Josephine & Margaret" Burns and Sinks

The 79' Gloucester dragger *Josephine & Margaret* sank September 17 on Fipennies Bank, some 70 miles due east of Boston Light, after her engine room had caught fire. The dragger's 6-man crew was removed safely by the *Salvatore & Grace*, Capt. John Aiello, and later transferred to the inbound dragger *Joseph S. Mattos*, Capt. Antone M. Pereira.

Owners of the 18-year-old craft were Capts. Joseph Palazola, her skipper, and Nofie Demetri, both of whom were aboard the dragger at the time of the fire.

Swordfishing Season Nearly Over

Swordfishing was drawing to a close the end of September, after a poor season. *Olivia Brown*, Capt. John Fragata, landed 81 swordfish at Boston on the 22nd, her third and last swordfish trip of the season. Sale of the fish, which were caught on and near Georges Bank, netted approximately \$9,500.

Make Good Tuna Catches in Ipswich Bay

Large schools of small-sized tuna provided a real harvest in Ipswich Bay September 7. Upwards of 500 of the bluefins were taken by commercial and pleasure boats out of Annisquam, Rockport and Newburyport.

Among the big catches was that of Winthrop "Bunt" Davis of Annisquam, who landed 58 fish which ranged in weight from 70 to 200 lbs. The catch weighed a total of approximately 5,000 lbs., and brought about \$250. Thirty of the tuna were taken by trawl, and 28 on keg line. It is reported that the small tuna run is heavier this season than it has been in years.

Annisquam River to Be Dredged

Maintenance dredging in the Annisquam River, which has been urgently needed for some time and in connection with which a hearing was held before the U.S. Army Division Engineer in January of this year, was expected to start about October 1. The present project applying to the River calls for a prevailing channel depth of 8' at mean low water, a 10' depth at the Ipswich Bay entrance, a 60' bottom-channel width from Blynman bridge to the Boston and Maine bridge, a 100' bottom-channel width from the railroad bridge to Ipswich Bay, and a width of 20' across the bar at the Ipswich Bay entrance.

"Mary Rose" to Be Repowered

The 92' dragger *Mary Rose*, Capt. Joseph Ciarametaro, Jr., is to be repowered with a 360 hp., 6-cylinder, Model 31A8½ Fairbanks-Morse Diesel with 2:1 reduction gear.



Joseph Martell, port captain for the Sherman B. Ruth, Inc. fleet at Gloucester, Mass.

New Batteries for Three Boats

The *Caroline and Mary*, owned by United Fisheries, is being equipped with H-H-G-31, 32-volt Surrette batteries, and Capt. Ben Pine's *Puritan* is being furnished with a G-T-S-15, 110-volt Surrette set.

The dragger *Alvan T. Fuller*, owned by her skipper, Capt. Joe Cruz and Philip Manta, has been equipped with a new set of 110 volt Willard batteries.

"Win Story" Launched at Essex

The 60' dragger *Win Story*, built and owned by Jonathan Story of Essex, Mass., was launched last month. She is now being fitted out at Gloucester and is expected to start fishing the first of November. Power is furnished by a 165 hp. General Motors Diesel with 3:1 reduction gear.

63-Ft. Dragger "Joan and Tom" Joins Provincetown Fleet

Provincetown's newest fishing dragger, the 63' *Joan and Tom*, owned and skippered by Capt. Manuel Thomas of Provincetown, was expected to join the local fleet for actual fishing early in October.

The new dragger has an 18' beam, an 8'8" draft and a capacity for 50,000 lbs. of fish in her holds. She arrived in Provincetown Sept. 19 from McKinley, Me., where she was built by Davis Boat Yard, and left within a short time for New Bedford to be rigged out for fishing. Her design is similar to that of the *Dorothy & Betty II*. On a 27 mile trial course, the new dragger averaged a speed of 9 mph.

The craft is powered by a 171 hp. Buda Diesel with 3:1 Twin Disc reduction gear and power take-off, and swings a 52 x 46 Columbian propeller on a 3 1/2" Monel metal shaft. She is outfitted with an 80-watt Harvey-Wells radiotelephone, Submarine Signal Fathometer, Kelvin-White compass, Cunningham air whistle, Hathaway steering gear, Edson deck pump, Shipmate range, and Northill anchors.

Fish may be drawn into the boat on both port and starboard sides, as gallowes frames are to be installed on each. Hathaway winch and deck equipment will be used. The vessel has two masts, with pilot house aft, and has bunk room for nine, with six forward, two aft and one in the pilot house.

Capt. Thomas formerly owned the dragger *Aerolite*, which he sold several months ago to Joaquin Martin and Robert Oliver.

"Jennie B." Changes Hands

The 40' Provincetown fishing dragger *Jennie B.* has been sold by her owner-skipper, Capt. John Santos, Jr., to Capt. Joseph J. Macara, who formerly owned and skippered the dragger *Annabelle R.* The *Jennie B.* has made several catches of tuna recently. She carries a crew of two besides the skipper.

Provincetown Sand Bar Dredged

Dredging of a sand bar which had formed across the front of the Hathaway Marine Railway in Provincetown took place in mid-September. A channel 200' long by 50' wide was made in order to better enable draggers of the fishing fleet to use the railway during low tides.

35 and 75 WATT POWER

DEPENDABLE
Ship to Shore—Shore
to Ship—Ship to Ship
Communication



Jefferson-Travis Radiotelephone

For Surer Catches—for Safety—for Profit

Two great marine models—35 watt and 75 watt power—each a LEADER in its field—with EVERY modern engineering and performance feature to meet EVERY requirement of individual ships or fleets. Send NOW for complete data on both—and facts about

LIBERAL TRADE-IN ALLOWANCE

Your Jefferson-Travis dealer will give you a generous trade-in allowance on your present equipment—and meet all your requirements promptly and economically.

JEFFERSON-TRAVIS INCORPORATED
76 NINTH AVENUE, NEW YORK 11, N. Y.

THE KELVIN-WHITE Spherical COMPASS



is the steadiest for any boat, sail or motor.

The new CORSAIR Spherical Compass with built-in lighting and correctors, is ideal for in-shore boats.

High performance, low cost \$31.50

Write for descriptive circulars

KELVIN & WILFRID O. WHITE CO.
90 STATE STREET, BOSTON 9, MASS.

NEW YORK
38 Water St.

BALTIMORE
146 N. Gay St.

LONG BEACH, CAL.
4645 Faculty Avenue



Fish with FITLER ROPE

USE THE BEST
BUY FITLER PURE MANILA ROPE
NET ROPE - OUT HAULER ROPE - TOW
LINES - POT WARPS - BUOY LINES

LOOK FOR THE BLUE AND YELLOW REGISTERED TRADE MARK ON
ALL FITLER BRAND PURE MANILA ROPE

THE EDWIN H. FITLER CO.

PHILADELPHIA (24), PA.
MANUFACTURERS OF QUALITY ROPE SINCE 1804

Bottom's up, says

"We old sea dogs have learned, when face liftin' our gondolas, we steer to WATERPLUG for safety. Been usin' it steady for inside and outside patchin' up. And fiddle, there aint none better. WATERPLUG she stops them leaks!"

Always keep WATERPLUG on hand for emergencies when out at sea. 1 large sample can, postpaid to you 75c. For steel, concrete or wood patching.



Standard Dry Wall Products
Box X, New Eagle, Pennsylvania

Waterplug

DIESEL MARINE & EQUIPMENT CORPORATION



EXCLUSIVE DISTRIBUTORS

NORTHERN NEW JERSEY
EASTERN NEW YORK
AND CONNECTICUT



342 MADISON AVENUE
NEW YORK 17, N. Y.

ENGINEERING
Murray Hill
2-3770

MAINTENANCE
1314 Clinton St.
Hoboken, N. J.
Hoboken 4-2000-1

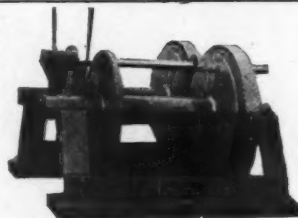
HOISTS — WINDERS

This Model C designed for small oyster and fishing boats where space and weight are limited.

Gasoline engine, electric motor, brakes: all optional.

Larger and smaller sizes available.

Write for bulletins



MODEL C

MANUFACTURED BY

Delaware Bay Shipbuilding Co., Inc.
Leesburg - - - - - New Jersey

★ Columbian ★

PROPELLERS & FITTINGS

Sturdy, well designed, made of new metal. Best value for your money.

You get top performance and speed from your Columbian Propellers. Fine bronze fittings, (stern bearings, shaft logs, rudders, controls), Columbian yacht toilets.

Write for free Catalog
COLUMBIAN BRONZE CORP.
Freeport, L. I., N. Y.



Vineyard Bailings

By J. C. Allen

Summer, hot, moderate and dry, projected itself into September about as far as it ever happens this year. Very little rain or wind, and only a couple of short squalls, were seen up to some ways past the equinox, and all hands made this spell of weather pay as good a dividend as the gear would allow.

We still feel that the floating population missed a bet, as they frequently do, by not having anything suitable for running around a school of bluefish, or maybe gilling a few; and the traps, God help 'em, had been hauled out to dry and refit just before the bonito struck chin deep to a giraffe. Whether or not they would have made a killing, the Lord only knows, but the set-up was a good one if such a thing ever existed.

Good Tuna Run

Just to the east'ard, the tuna ran thicker than any living man recalls. Traps along the coast shipped 'em, five hundred a day for a spell. They weren't particularly good stock. We understood that the canneries took most of 'em, and that involved a long shipment. Still there was a dollar in it. Curiously, native folks don't eat fresh tuna to any extent. There might be something here that the Government could take up in the educational program, because a fresh tuna steak, properly prepared, is a dish fit for the gods.

Strike Yellowtails

Now the deep-legged craft went to-hell-and-gone offshore, until they could raise the spire on the church of St. Antonio, in Funchal, or some such landmark. There they hit more yellow-tails than any of 'em have seen in months and years, large fish, well bunched up, and mighty encouraging to a man who has ninety thousand dollars invested in a vessel.

Most of the gang had agreed that the yellowtails had been darned well fished out some time ago. It may be true, certainly we believed it along with the rest and have said so again and again. But this happening makes us wonder if perhaps nature is once more putting something fast over on suffering mankind. It has happened before, many times, and could happen again.

Swordfishing

Thus we come to the end of September with this overall report. Very poor going in shoal water, but not half bad where it is bolder. This applies to the swordfishing, too. The over-all catch for the season has not been heavy, but the curse was lifted by the season extending into the middle of September with various vessels landing big trips.

Operations of "Albatross III"

Located as we are, we have a mighty good opportunity to watch the operations of the Federal Government's fishery research vessel *Albatross III*. We have met Cap'n John Collins, master of the *Albatross*, who is a genuine dry-salted, blue-water fisherman, who knows his stuff. We have met the small army of brass-bound scientists, who cruise on this ship and who are trying to find out more about the fisheries, with a view to helping the industry and all hands connected with it. We have talked with 'em, we have seen 'em at work, and we have just this to say: Of all Government projects we have ever known, this is the most practical as to rig and fitout that we ever have seen.

Secondly, the heft of the scientists on this ship are young men, rugged, able to stand the racket, and crammed to the coamings with enthusiasm and determination.

They already have discovered plenty of things which are valuable. They can give a man the life history of a three-pound haddock to the point of telling what the critter had for breakfast on the morning of May 3rd, 1940. But they will conclude every lecture with the statement that they haven't begun to search yet, and that it will take years, maybe a lifetime, to find out all that is necessary, unless, of course, fate provides some short-cuts, which could and does happen in science.

New Brunswick Report

By C. A. Dixon

Sardines

A slump in the sardine catch in southern New Brunswick the last of September caused a slow-down in packing operations on both sides of the border. The only fish obtainable in most places were so small that profitable operation in the canneries in the Province and in Maine was retarded and very few fish were put up. In some areas, however, a few larger fish were obtained, but the quantity was not sufficient to keep the factories busy for any length of time. One factory in Eastport closed down, and it is rumored that a general closing of the Maine factories will take place much earlier this Fall than usual. While it is believed that a normal pack has been attained in 1948, it may be that more fish will be canned if a good school happens to strike right away. The Canadian factories will continue to operate, it is said, and at present are packing what fish can be obtained.

Herring Scales

The price of herring scales soared to as high as 40 cents a pound the latter part of September, as supplies of fish dwindled. Most of the sardines now available are coming from the St. Andrews Bay region, but the fish are running small there. Vast hordes of silver hake arrived in the Quoddy area this Fall and they drove the little herring hither and yon, until it was quite impossible to locate them at any place for a certainty.

Silver Hake

Fishermen have been boating the silver hake to Eastport where they are being sold for fertilizer. One weir crew got 90,000 pounds of the fish in one day, and in other instances the catches were very heavy. The silver hake are counted as a nuisance, but sometimes they herd the sardines up and drive them into weirs in bays, coves and river estuaries, and fishermen get a real pay-off as a result of the raids of the marauders.

Pollock

The regular Fall school of pollock has not yet appeared in Quoddy River, as October enters the picture, but there is yet time for a strike, and fishermen are hoping that this will occur. During the Summer pollock fishing has been the best in years in Campobello, but the fishing fleet there has been small as compared to other years. However, fish caught by gill-netters, seiners, and in sardine weirs have greatly augmented the total catch, and dealers have obtained a good supply of fish as a result of these operations. The fish have been heavily salted in most cases, and will be dried for the West Indies and Latin American countries.

Wilson Increasing Production

At North Head, Grand Manan, N. B., the B. H. Wilson Fisheries (Canada) Ltd. has added equipment to its large and modern sardine packing plant. The firm is out for increased production, a policy it inaugurated in the parent firm in Eastport, Me. New equipment includes two new Universal automatic sealing machines which were brought to North Head from Eastport on a big scow. The new machines will increase the output of canned sardines at the Wilson Canadian plant very materially. It is planned to install stainless steel racks and flakes at the plant.

Welch Preparing for Winter

The Fairhaven sardine cannery of H. W. Welch, Ltd., which is operated on a year round basis and provides employment for more than 100 people from the several villages of the island, is being put into first class shape for the winter's work. The plant has been closed for two weeks while fish are scarce and changes are being made in the water supply; a new reservoir is being constructed with concrete walls. It is estimated that 225,000 cases of sardines can be put up annually by the combined Fairhaven and Wilson's Beach factories.



You'll Gasp, Too!

There's a whale of a difference... the Danforth is the only anchor where *both* flukes really hold and keep on holding. Cost less per pound of holding power than any other anchor. • In soft mud a 15# kedge holds 105 lbs. A 12# Danforth Hi-Tensile holds 950 lbs. and, believe it or not... holding power in hard sand is nearly six tons!

DANFORTH

For new folder write
DANFORTH ANCHORS • 2137 Allston Way • Berkeley 4, Calif.

EDSON

STERLING-VIKING AND LATHROP MARINE ENGINES

16 TO 650 H. P.

WITTE DIESEL for Auxiliary
EDSON STEERING GEARS
EDSON BILGE PUMPS
COMPLETE ENGINE REPAIRS

THE EDSON CORP.

Main Office and Works—49 D Street, South Boston, Mass.
Phone—SO. BOSTON 3041



Commercial Fishing Boats

New Construction and Repairs

Every facility is offered the fishing fleet for repairs of all kinds and construction of new boats, — two floating dry docks, complete machine shop, electric welding. The plant is particularly well equipped for building steel trawlers. We welcome correspondence.

LIBERTY DRY DOCK, INC.

FOOT OF QUAY STREET

BROOKLYN, N. Y.



DON'T GAMBLE with HEALTH wear HODGMAN WATERPROOF CLOTHING

No. 1080 Heavy Duty Rubber Surface Suit — The ideal garment for commercial fishing. Two piece suit, either part serviceable alone. Heavily rubber coated, fully cemented seams, entire unit vulcanized after making. Corduroy edge stand collar. Strong webbing suspenders, adjustable buckles and belt loops.

WRITE FOR FULL INFORMATION
HODGMAN PROTECTIVE CLOTHING AND
APRONS

HODGMAN RUBBER CO.

FRAMINGHAM, MASS.

261 Fifth Ave. 15 N. Jefferson St. 121 Second St.
N. Y., N. Y. Chicago, Ill. San Fran., Cal.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue;
see Index to Advertisers for page numbers.

ANCHORS

- *R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Surrette Storage Battery Co., Salem, Mass.
*Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

- *Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- *Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*The Edwin H. Fidler Co., Philadelphia 24, Pa.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.
*Witte Engine Works, Kansas City 3, Mo.

ELECTRIC MOTORS

- *The Imperial Electric Co., Akron, Ohio,

ELECTROLYSIS ELIMINATION

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE CONTROLS

- *Sperry Products, Inc., Hoboken 1, N. J.

ENGINE MANUFACTURERS

- *The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

- *Nordberg Mfg. Co., Milwaukee, Wis.
Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minnesota.
R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines

- Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Nordberg Mfg. Co., Milwaukee, Wis.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

ENGINE DEALERS

- *Dimel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.
*The Edson Corp., 49 D St., South Boston, Mass.
Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Oluf Mikkelsen Co., Inc., 393 Fourth Ave., New York 16, N. Y.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
Southworth Machine Co., 30 Warren Ave., Portland, Me.
J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

EXHAUST SILENCERS

- John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

FISHING GEAR

- *Westerbeke Fishing Gear Co., Inc. 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

- Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS

- Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

FLOATS

- New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FUEL GAUGES

- The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

GENERATORS

- *The Imperial Electric Co., Akron, Ohio.

HOISTS

- Ideal Windlass Co., South Attleboro, Mass.

HOOFS, FISH

- *Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*O. Mustad & Son, Oslo, Norway.
**"Pfeuger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.
*Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

LORAN

- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS AND NETTING

- *W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
Brownell & Co., Inc., Moodus, Conn.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*Moodus Net & Twine, Moodus, Conn.
New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.
Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS

- Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

OYSTER KNIVES, TONGS

- *Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

- "Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass. Megary & Co., 16 E. Lexington St., Baltimore 2, Md.
The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.
Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PAINTS

- *Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
Tarr & Wonsan, Ltd., Gloucester, Mass.

PROPELLERS

- *Columbian Bronze Corp., Freeport, N. Y.
*Federal Propellers, Grand Rapids, Mich.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

- *The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

- *The Edson Corp., 49 D St., South Boston, Mass.
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
Bludworth Marine, 100 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Co., 160 State St., Boston, Mass.

RADIO RECEIVERS

- National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES

- Aero-Marine Radio Laboratory, Stonington, Conn.
 Fisher Research Laboratory, Inc., Palo Alto, Calif.
 Harvey-Wells Electronics, Inc., Southbridge, Mass.
 *Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
 *Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
 Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
 *Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

RANGES

- "Shipmate": Stamford Foundry Co., Stamford, Conn.
 Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REFRIGERATION

- Baker Ice Machine Co., Inc., South Windham, Me.

REVERSE AND REDUCTION GEARS

- *Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
 *Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

- U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

- J. F. Carter Co., Beverly, Mass.
 *Hodgman Rubber Co., Framingham, Mass.
 H. M. Sawyer & Son Co., East Cambridge, Mass.
 U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAM COMPOUNDS

- *Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS, BOATYARDS

- Avondale Marine Ways, Inc., Westwego, La.
 Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
 Bristol Yacht Building Co., South Bristol, Maine.
 Camden Shipbuilding & Marine Railway Co., Camden, Me.
 *Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
 Diesel Engine Sales Co., Inc. St. Augustine, Fla.
 Electric Boat Co., Groton, Conn.
 *Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
 Luders Marine Construction Co., Stamford, Conn.
 Newbert & Wallace, Thomaston, Maine.
 *Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
 Webber's Cove Boat Yard, East Blue Hill, Me.

STEERING GEAR

- *The Edson Corp., 49-51 D St., South Boston, Mass.
 Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

- *"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
 *Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

- Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
 *Hathaway Machinery Co., New Bedford, Mass.
 New England Trawling Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WHISTLES

- Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

- *Bethlehem Steel Co., Bethlehem, Pa.
 John A. Roebbling's Sons Co., Trenton 2, N. J.
 Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

Among those in attendance in addition to staff members were representatives of the National Association of Food Chains, National Canners Association, National Fisheries Institute, and Oyster Institute. Particularly interesting were some of the comments of a food chain representative: that no other industry is receiving the attention that the fisheries are; that what the whole fish looks like is relatively immaterial to the average consumer, (apparently the character of the packaged product in eye appeal is what counts most); seafood is not a large factor in inland markets; trend is toward self-service stores, 80% of the food stores now having self-service; frozen food cabinets are now becoming sufficiently plentiful for storekeepers to obtain them; the biggest dividend in increasing the consumption of seafoods is by pushing sales where consumption is high and not where it is low.

IMPORTS—The first shipment of any size since the war from Norway was received the latter part of September, consisting of around 470,000 lbs. of cod and haddock fillets. Coming at the end of the third quarter, the 2½c duty rate applied.

During the first week of the new quarter, a shipment of 3,376 cases of cod and 1,767 cases of haddock fillets came in from Iceland at the low rate of 17½c. It is understood that Iceland is changing from the 7-pound package to the 1-pound package with a view to selling more fillets in the United States.

There is reported to be a definite swing toward the sale of Newfoundland frozen cod and haddock fillets in the U. S. With a firm market here, it is believed that Newfoundland will surpass the 30 million lbs. of frozen cod fillets she exported in 1945 and 1946. Salt codfish exports, which amounted to 125 million lbs. in 1947, can easily slip, and in its stead there may be a diversion to the frozen fillet market in this country.

EXPRESS RATES—The Railway Express Agency on September 9 filed with the Interstate Commerce Commission an increase of 10% in railway express rates for shipments of oysters, clams and scallops from the East Coast to inland cities, which would become effective October 13.

The Railway Express Agency formally asked an icing charge increase on October 4 in an application to the Interstate Commerce Commission which would increase by 25% the icing charges for express shipments of fresh and frozen fish and shellfish, to be effective November 22.

The railroads for the fourth time since the war have asked the I.C.C. to hike their freight revenue 8%, and this application will be heard on November 30. Preliminary discussions by the N.F.I. staff with Agriculture's transportation officials are underway.

Index to Advertisers

Amercoat Div., American Pipe and Construction Co.	43
W. A. Augur, Inc.	39
Bethlehem Steel Co. (Wire Rope)...	46
Chas. D. Briddell, Inc.	42
The Buda Co.	6, 7
Caterpillar Tractor Co.	29
Chrysler Corp., Marine Engine Div..	44
Columbian Bronze Corp.	50
Columbian Rope Co.	1
Cummins Engine Co.	3
R. S. Danforth.	51
Delaware Bay Shipbldg. Co.	50
Detroit Diesel Engine Div., General Motors Corp.	41
Bill DeWitt Baits.	37
Diesel Marine & Equipment Corp..	50
R. J. Ederer Co.	36
The Edson Corp.	51
Enterprise Engine & Foundry Co. (Marine Engine Div.)	4
The Enterprise Mfg. Co.	46
Fairbanks, Morse & Co.	56
Federal Propellers	31
The Edwin H. Fidler Co.	49
General Motors Corp., Detroit Diesel Engine Div.	41
Gulf Oil Corp.	11
Hathaway Machinery Co.	33
Hodgman Rubber Co.	51
Hudson American Corp.	39
Hyde Windlass Co.	43
The Imperial Electric Co.	27
The International Nickel Co., Inc..	38
Jefferson-Travis, Inc.	49
Kelvin & Wilfrid O. White Co.	49
Liberty Dry Dock, Inc.	51
The Linen Thread Co., Inc.	10
Link-Belt Co.	35
Marine Products Co.	42
McClain's Sea Foods.	54
Lucian Q. Moffitt, Inc.	47
Moodus Net & Twine.	48
O. Mustad & Son.	31
New Bedford Cordage Co.	30
Nordberg Mfg. Co.	12
H. O. Penn Machinery Co., Inc.	34
Perkins-Eaton Machinery Co.	37
Red Wing Motor Co.	33
Frank L. Sample, Jr., Inc.	34
Sargent, Lord & Co.	13
Snow-Nabstedt Gear Corp.	39
Socony-Vacuum Oil Co., Inc.	55
Sperry Products, Inc.	48
Standard Dry Wall Products.	50
A. M. Starr Net Co.	33
Submarine Signal Co.	32
Surplus Automotive Co.	43
Surette Storage Battery Co.	9
Twin Disc Clutch Co.	14
Universal Motor Co.	8
Westerbeke Fishing Gear Co.	35
Willard Storage Battery Co.	2
Witte Engine Works.	47
Wolverine Motor Works, Inc.	31

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY

Established 1895

17 Administration Building Fish Pier, Boston, Mass.

ELDREDGE - McINNIS, Inc.
NAVAL ARCHITECTS
And MARINE ENGINEERS

131 State Street Telephone HUBbard 2-2910
BOSTON 9 MASS.

WILLIAM J.
DEED

NAVAL ARCHITECT
FISHING VESSEL DESIGNS

154 NASSAU ST. NEW YORK 7, N. Y.

GEERD N. HENDEL

NAVAL ARCHITECT

Designer of
Fishing and Commercial
Vessels of All Types

CAMDEN, MAINE

Specializing in
Aluminum Alloy Hull and
Deckhouse Construction

TELEPHONE 3097

SELECTED QUALITY

Pride DEEP SEA
BRAND SHRIMP
Caught by Our Own Boats

No order too large or too small, from a carton to a carload

McCLAIN'S SEA FOODS SABINE, TEXAS
Main Office: 231 So. Front St., Philadelphia, Pa.

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Classified Advertising

MARINE BARGAINS

Draggers—all sizes, wood and steel. Here is a bargain for quick sale: Item FCDG, 92.6' x 20.3' x 9.9', wood, built in Essex, 1928, Fairbanks-Morse Diesel, Model 35 E, 320 hp. Hull and engine rebuilt 1947, ices 110,000 lbs. of fish. All auxiliaries, hot water heat, fuel 3,000 gals., water 1,500 gals., crew 10 forward, 2 aft, ship-to-shore telephone, range finder. Gallows both sides, no doors or nets—\$20,000 as is where is. Better wire or telephone. Item ALB, like new, built 1947 in Maine, 60' x 17' x 7'6", heavy construction, 115 hp. Caterpillar engine, 2:1 reduction gear, new '47, ices 60,000 lbs. fish, in commission, crew of 7. Doors, nets and two scallop dredges—\$31,500. MARINE ENGINES: Gas and Diesel, sizes ranging from 20 hp. to 500 hp. For quick sale, Buda 909, 120 hp., 3:1 reduction gear, new '43, just rebuilt, fresh water cooled—\$2,450. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

BOATS FOR SALE

Fishing or commercial vessels of every type. "A boat to suit your requirements." EDWIN B. ATHEARN, Marine Broker, Woods Hole, Mass. Tel. Falmouth 1715.

DRAGGER FOR SALE

Heavy New England built dragger, 75' x 19' x 6 1/2', with 2-year-old 135 hp. Caterpillar D17000. Hathaway winch, Fathometer Jr. and nets. Fully rigged, excellent condition. Now fishing in Gulf of Mexico. Owner leaving business. Price—\$24,000. Write Box 29, Atlantic Fisherman, Goffstown, N. H.

DRAGGER "LINDY" FOR SALE

Dragger Lindy, 50' x 15' x 6', D13000 Caterpillar, ship-to-shore radio, 25 watt, 2 sets doors, 6 nets, 2 sets dredges, dory, pilot house aft. Now scalloping. Price—\$17,000. George D. Olson, E. Washington St., Toms River, N. J.

TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 63' long, 18' beam, powered with Caterpillar Diesel. Built in 1947. Reply P.O. Box 571, Fernandina, Fla.

ENGINE FOR SALE

90 hp. direct reversing Fairbanks-Morse Diesel. Engine in very good condition, with air tanks and spare parts. Lewis B. Kirby, West Jonesport, Me. Telephone 74-2.

DRAGGER FOR SALE

For sale reasonable, 47' dragger, twin Diesel engines, equipped with nets, etc. Now with the Atlantic City fishing fleet. Also can be converted for private party fishing. Apply Box 31, Atlantic Fisherman, Goffstown, N. H.

BARGAIN FOR QUICK SALE

Two 400 hp. Fairbanks-Morse Model 38D5 1/4, 7 cyl. Diesel electric generators, 1200 rpm. with exciters, operating daily. Price—\$3,000 each. Reply P. O. Box 86, Norfolk, Va.

HATHAWAY WINCH FOR SALE

Drums hold 240 fathoms 1/2" wire, too small for previous owner. Complete with sprockets. A. Kelly, 116 Atlantic Ave., Boston, Mass. Telephone LAfayette 3-5377.

DRAGGER FOR SALE

Dragger fully rigged, now fishing, 52' long, 15'5" beam by 6 1/2', powered by 115 hp. Caterpillar Diesel. Built in 1945 by the Davis Boat Yard at McKinley, Me. For further information write Box 32, Atlantic Fisherman, Goffstown, N. H.

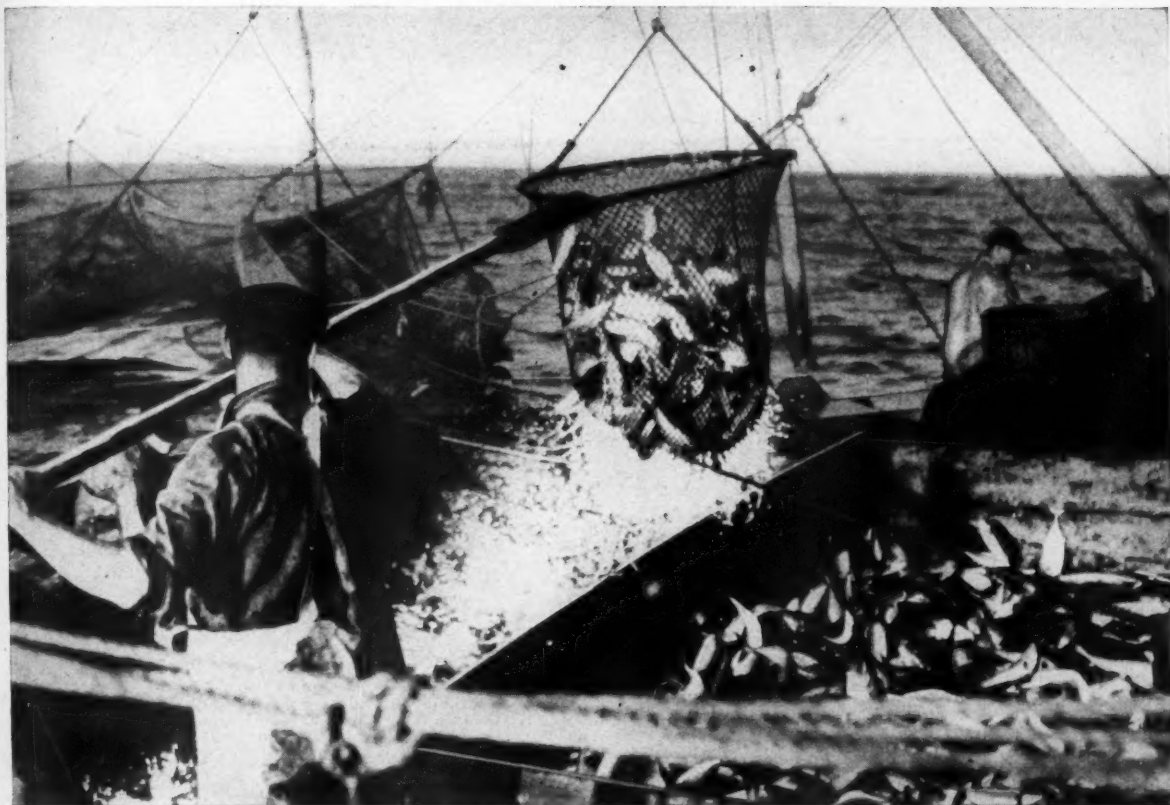
DIESEL ENGINES FOR SALE

Buda Diesel engines with reduction gears, Fairbanks-Morse slow speed, General Motors with reduction gears. Let us know what you want. GENERAL DIESEL SALES CORP., 112 Golf View Road, Ardmore, Pa.

\$2.00 WILL BE PAID FOR OLD COPIES

In order to complete our files, we need the following past issues of Atlantic Fisherman: April 1923, June 1923, September 1923, June 1924, September 1924, February 1927, August 1928. We will pay \$2 per copy for any of these issues. Send to Atlantic Fisherman, Goffstown, N. H.

BIG LIFT DOLLAR-WISE, TOO



PROFIT TRIPS for Commercial Fishermen Who Depend On **MOBIL MARINE SERVICE!**

Bringing in the big hauls demands fast runs to and from the fishing banks . . . quick engine response handling nets . . . dependable engine protection!

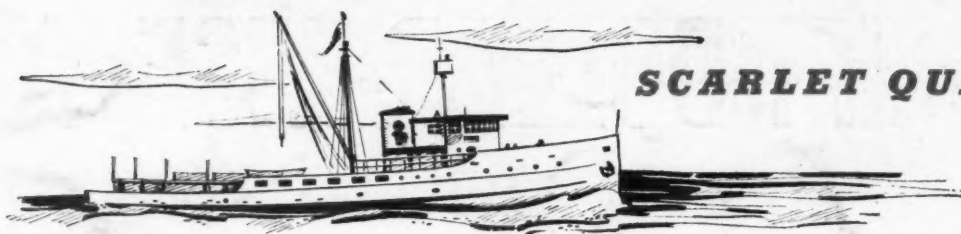
Small wonder that more and more commercial fleet operators are relying on Mobil Marine Service—using high-quality Gargoyle Marine Oils.

These famous marine oils help protect pistons, cylinders, bearings against wear—boost engine performance.

For profit trips, insist on time-proved Gargoyle Marine Oils and Engineering Service!

SOCONY-VACUUM OIL COMPANY, INC., and Affiliates:
MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORP.

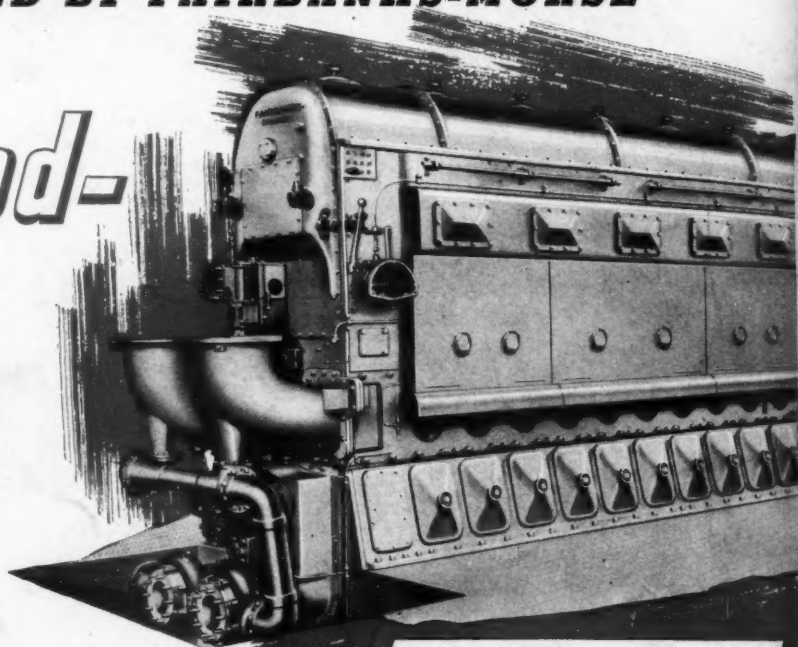




SCARLET QUEEN

POWERED BY FAIRBANKS-MORSE

Opposed- Piston Diesel



Biggest clipper in the tuna fleet, the Scarlet Queen is the last word in capacity, speed and power. Her Fairbanks-Morse Opposed-Piston Diesel delivers 1800 h. p. to make an easy 12 knots fully loaded, takes up far less space, weighs much less than any other diesel of equal horsepower. This is the ideal "big boat" diesel that offers more power per foot of floor space, simplified maintenance and long-run reliability.

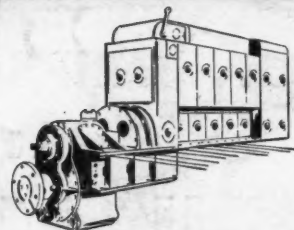
When it comes to diesel engines . . .



FAIRBANKS-MORSE

A name worth remembering

DIESEL LOCOMOTIVES • DIESEL ENGINES • STOKERS • SCALES • MOTORS • GENERATORS
PUMPS • RAILROAD MOTOR CARS and STANDPIPES • FARM EQUIPMENT • MAGNETOS



For Smaller Vessels...

The Model 31, with horsepower ranges from 175 to 480 h. p., offers many advantages . . . 2-to-1 heavy duty reduction gears to allow use of larger, more efficient propellers; more positive control; bearings that are practically indestructible.

For complete information on these and other Fairbanks-Morse Diesels, get in touch with our nearest office:

Atlanta 3 New York 4
760 Lee St., S.W. 80 Broad St.

Boston 10 Baltimore 18
178 Atlantic Ave. 2010 Lovegrove St.

New Orleans 13, 1000 St. Charles Ave.

